The China Mail.

Established February 1845.

No. 10,621. 英一千八百九十七年三月十號 HONGKONG, WEDNESDAY, MARCH 10, 1897. 日八初月二年四丁 PRICE, $2.50 PER MONTH.

OUR JOBBING DEPARTMENT

HAVING been REPLENISHED with a large assortment of the latest EUROPEAN and AMERICAN NOVELTIES, we are prepared to execute orders for FANCY WORK with neatness and despatch, and at very moderate rates.

CHINA MAIL OFFICE.

GOLD MEDALS, PARIS 1878:1889

JOSEPH GILLOTT'S PENS.

Of Highest Quality, & Having Greatest Durability, are Therefore CHEAPEST.

The only Award, Chicago, 1893.

NUMBERS FOR USE BY BANKERS.

Barrel Pens, 225, 226, 263.

Slip Pens, 332, 909, 287, 193, 404, 7,000.

In Fine, Medium, and Broad Points.

The New Turned-up Point, 1059.

AGENTS FOR THE CHINA MAIL

LONDON:—F. ALTAR, 11 & 12, *Clement's Lane, Lombard Street*, E.C. GEORGE STREET & Co., 30, *Cornhill*. GORDON & GOTCH, *Ludgate Circus*, E.C. BATES HENDY & Co., 37, *Walbrook*, E.C. SAMUEL DEACON & Co., 150 & 154, *Leadenhall Street*. W. M. WILLS, 161, *Cannon Street*, E.C. ROBERT WATSON, 150, *Fleet Street*.

PARIS AND EUROPE:—MAYENCE, FAVRE & Co., 18, *Rue de la Grange Bateliere*.

NEW YORK:—THE CHINESE EVANGELIST OFFICE, 52, *West 22d Street*.

SAN FRANCISCO and American Ports generally:—BYRAN & BLACK, *San Francisco*.

AUSTRALIA, TASMANIA, AND NEW ZEALAND:—GORDON & GOTCH, *Melbourne and Sydney*.

CEYLON:—W. M. SMITH & Co., THE APOTHECARIES Co., *Colombo*.

SINGAPORE, STRAITS, &c.:—KELLY & WALSH, LTD., *Singapore*.

CHINA:—*Macao*, A. A. DA CRUZ. *Amoy*, N. MOALLE & Co., LIMITED. *Foochow*, H. W. CHURCHILL. *Shanghai*, LANE, CRAWFORD & Co., and KELLY & WALSH. *Yokohama*, LANE, CRAWFORD & Co., and KELLY & Co.

Banks.

THE CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.

INCORPORATED BY ROYAL CHARTER 1853.
HEAD OFFICE, LONDON.

CAPITAL PAID-UP £800,000
RESERVE LIABILITY OF SHAREHOLDERS £800,000
RESERVE FUND £350,000

INTEREST allowed on Current Account at the rate of 2 % per annum on the Daily balances.

On Fixed Deposits for 12 months 4 %
" " " 6 " 3½ %
" " " 9 " 2½ %

T. H. WHITEHEAD,
Manager.

Hongkong, October 17, 1896 846

THE NATIONAL BANK OF CHINA, LIMITED.

AUTHORIZED CAPITAL.....£1,000,000
SUBSCRIBED CAPITAL.....£ 500,000

HEAD OFFICE—HONGKONG.

Court of Directors.

D. GILLIES, Esq. | H. STOLTERFOHT, Esq.
CHAN KIT SHAN, Esq. | CHOW TUNG SHANG, Esq.

KWAN HOI CHUEN, Esq.
Chief Manager.
GEO. W. F. PLAYFAIR.
Interest for 12 months 3½ %

Hongkong, October 23, 1896. 171

HONGKONG SAVINGS BANK.

THE business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3½ PER CENT. per annum. Depositors may transfer at their option balances of $100 or more to the HONGKONG AND SHANGHAI BANK, to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the Hongkong and Shanghai Banking Corporation,
T. JACKSON,
Chief Manager.

Hongkong, August 1, 1895. 1515

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....$10,000,000.
RESERVE FUND.....$ 6,500,000.
RESERVE LIABILITY OF PROPRIETORS.....$10,000,000.

COURT OF DIRECTORS:—

ST. C. MICHAELSEN, Esq.—Chairman.
HON. J. J. BELL-IRVING,—Deputy Chairman.

C. Bourmann, Esq. | R. L. Richardson, Esq.
G. D. Haning, Esq. | D. R. Sassoon, Esq.
G. S. Lowell, Esq. | R. Shewan, Esq.
R. M. G. [illegible], Esq. | N. A. Siebs, Esq.
A. McConachie, Esq.
A. J. Raymond, Esq.

CHIEF MANAGER:
Hongkong—T. JACKSON, Esq.

MANAGER:
Shanghai—J. P. WADE GARD'NER, Esq.

LONDON BANKERS—LONDON AND COUNTY BANKING Co., Ld.

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of 2 per cent. per annum on the daily balances.

ON FIXED DEPOSITS:—
For 3 months 2½ per cent. per annum.
" 6 " 3½ " "
" 12 " 4 " "

T. JACKSON,
Chief Manager.

Hongkong, February 27, 1897. 368

AN EFFECTUAL STOP
IS PUT TO ALL ANXIETY
BY
THE NEW GUARANTEED CASH VALUE POLICY
OF THE
'EQUITABLE.'

This Policy provides three things; (1) Protection for the family; (2) Provision for the assured's later years; (3) A valuable investment.

When three annual premiums have been paid the policy acquires yearly thereafter three distinct GUARANTEED values in (1) paid-up assurance; (2) Cash; (3) Loan at 5 per cent.

This policy is pronounced by experienced men of business to be the best and most liberal contract of life assurance ever issued; and it is offered by an office having the splendid SURPLUS of £3,400,000 sterling to support its GUARANTEES.

Full Particulars and Illustrations from the GENERAL AGENTS.

SHEWAN, TOMES & CO.,
per
J. T. HAMILTON,
Manager for the East.

Hongkong, October 27, 1896. 1181

Business Notices.

LANE, CRAWFORD & CO.

GROCERIES AND PROVISIONS.

Fresh supplies received fortnightly from CROSSE and BLACKWELL, JOHN MOIR and SONS, BLANCHFLOWER—also from CUTTING PACKING Co., and other first-class American Packers.

N.B.—All Goods of the VERY BEST quality only.

SPECIALITIES.—REDGATE'S STREAKY BACON, YORK HAMS, Lane, Crawford & Co.'s French BUTTER (Blue Tins), Australian BUTTER (Rosebud Creamery) Indian CHUTNIES, Lane, Crawford & Co.'s Ground COFFEE, Ceylon TEA, Cumshaw TEA, Phillippe and Canaud's VEGETABLES, Dutch ASPARAGUS, &c.

WINES, SPIRITS, BEERS, LIQUEURS, BITTERS
Of best Brands only, and at MODERATE PRICES.

Sole Agents for Ayala's CHAMPAGNE, Napier Johnstone's WHISKY, N.B. WHISKY, Teacher's WHISKY, Adet Seward's CLARETS.

348 LANE, CRAWFORD & Co.

UNITED ASBESTOS ORIENTAL AGENCY, LIMITED.

SOLE AGENTS IN
HONGKONG, CHINA, JAPAN AND THE STRAITS SETTLEMENTS,
FOR THE
UNITED ASBESTOS COMPANY, Ltd., LONDON,
Pioneers of the Asbestos Trade.
Contractors to H. M. Government, and the Principal English, Indian, Colonial and Foreign Railways, including the Imperial Railways of Japan.

MANUFACTURERS OF
The best qualities of ASBESTOS and RUBBER GOODS for the Very Highest Pressures. Cheaper qualities for Low Pressures.

The "VICTOR" METALLIC PACKING has been adopted by the Lords of the Admiralty for use throughout Her Majesty's Navy.
The "VICTOR" METALLIC JOINTING MATERIALS for Steam and Hydraulic Joints, Manhole and Mudhole Doors, &c., are also used on every Battleship, Cruiser, Gunboat, Torpedo-boat and Transport in H. M. Service.
"SALAMANDER" Non-conducting Composition for Boilers, Hot-water Tanks, Pipes, &c. IN TWO QUALITIES.

SPECIAL QUOTATIONS FOR QUANTITIES.

Superintendent: ... ... THOS. SKINNER.

DODWELL, CARLILL & Co.,
General Agents.

1281

HONGKONG HOTEL.

TRY OUR

SPECIAL WHISKEY.

345

W. BREWER & Co.

NEW BOOKS AND NEW EDITIONS.

Naval Pocket Book, 1896	$ 2.50	The Horse, by Procter	$ 2.00
Fridtjof Nansen, 1861-93	6.50	Tom Sawyer Detective, by Mark Twain	2.00
The Poetry of Sport, Badminton Library	5.25	Ferns British and Foreign, by Smith	3.00
Other Worlds than Ours, by Proctor	2.00	Ardath, by Marie Corelli	1.20
Wild Beasts of India, by Sanderson	7.50	Sentimental Tommy, by J. M. Barrie	1.20
A Marriage in China, by Mrs Archibald Little	1.20	Life of Her Majesty Queen Victoria, by Burnett Smith	7.50
The Gun and its Development, by W. Greener	5.25	Motive Power and Gearing for Electrical Machinery, by Carter ...	7.50
		Lloyd's Seaman's Almanack, 1897 ...	1.00

Queen's Road, Under Hongkong Hotel.

L. MARTEL & Co.,

WINE AND SPIRIT MERCHANTS AND COMMISSION AGENTS,
24, *QUEEN'S ROAD.*

CHABLIS.
POMMARD.
CHAMBERTIN.

BREAKFAST and After DINNER WINES, Red and White.

All our WINES are guaranteed pure and unadulterated.

1862 Price List on Application.

DICK'S (LATE HANNAY'S)
PATENT COMPOSITION.

The Cunard Steamer 'LUCANIA,' which holds the record for quickest passages across the Atlantic is coated with this Composition.

Also in Use by the EMPRESS Line of Steamers.

2562 HARRY WICKING & Co., *Sole Agents in Hongkong.*

'HORSE HEAD' BRAND.

BASS'S PALE ALE,
GUINNESS'S EXTRA FOREIGN STOUT.
Both Guaranteed to be the BEST quality brewed.
Bottled in London.

Caldbeck, Macgregor & Co.,
Wine and Spirit Merchants.
Estd. 1864. 15, Queen's Road. Telephone 75.

Hongkong, February 27, 1897. 411

W. POWELL & Co.

GENTS' BEST HAND-SEWN BOOTS,
GENTS' BICYCLING SHOES,
GENTS' BICYCLING HOSE,
GENTS' RUNNING SHOES,
GENTS' TENNIS SHOES,
RUNNING SPIKES—FOOT-BALL SPIKES, &c., &c.

W. POWELL & Co.

Hongkong, March 6, 1897. 465

Business Notices.

BELL'S ASBESTOS EASTERN AGENCY, Ltd.,

HONGKONG HOTEL—*PRAYA.*

SOLE EASTERN AGENTS FOR:

TRADE MARK. BELL'S ASBESTOS.

ALUMINIUM & GENERAL FOUNDRY SYN., LTD., NEW WIRE WOVE ROOFING Co.
SNOWDON SON'S & Co., 'SNOWDRIFT,' GEIPEL'S STEAM TRAP.
BERGER & SONS' LTD., PAINTS & VARNISH, TURTON BROS. & MATTHEWS' STEEL GOODS.
W. WILSON CORBETT, (SATURN AND SCANDINAVIA BELTING).

Bell's Packings and Jointings are used by the British, French, Russian, Italian, Swedish and Spanish Navies, also by Principal English, Colonial and South American Railway Companies.

24 W. JACKSON, *Manager.*

VIN SAINT-LEHON.

GRANVILLE H. SHARPE, F.C.S., Etc., *Analyst, Late Principal of the Liverpool College of Chemistry:*—I hereby certify that I have submitted to very careful chemical analysis, a sample of Saint-Lehon Wine, and I find it to be a perfectly pure and natural Wine of great excellence, possessing a very choice aroma and bouquet, and containing valuable dietetic, recuperative and invigorating properties.

It stimulates the appetite, promotes digestion, and I consider that its use will be attended by the best results in all cases where a wholesome and reliable stimulant is required.

$18.00 ... ... per doz.

SOLE AGENTS,
GANDE, PRICE & Co.,
Wine and Spirit Merchants, 12, Queen's Road.

448

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY

WILL despatch VESSELS to the undermentioned PORTS on the DATES named:—

FOR.	STEAMSHIP.	CAPTAIN.	DATE.
LONDON, &c.	*Rohilla**	F. J. COLE	Noon, 11th March.
JAPAN	*Ancona*	W. D. MUDIE	Noon, 13th March.
LONDON	*Java*	J. CHELLEW, R.N.R.	About 13th March.
SHANGHAI, N'KI KOBE & YOKO.	*Japan*	T. LEIGH	About 20th March.
LONDON	*Ceylon*	J. R. LENDON, R.N.R.	About 3rd April.

* See Special Advertisement.

For Freight or Passage, and further Particulars, apply to

P. & O. S. N. Co.'s Office, H. A. RITCHIE, *Superintendent.*

Hongkong, March 9, 1897. 479

HONGKONG BUTCHERY,

Nos. 11, 13, and 15 Central Market.

PRIME BEEF AND MUTTON.
VEAL SAUSAGES.
CORNED BEEF AND TONGUES.

Hongkong, March 1, 1897. 424

Vinolia Soap

Don't use Boiled Soap for the Toilet.

"VINOLIA" IS A REFINED SOAP.

It keeps the complexion fresh and clear.

No other Soap has received such high awards as "VINOLIA" SOAP.

DON'T ECONOMIZE AT THE EXPENSE OF YOUR COMPLEXION.

VINOLIA SOAPS—All Prices. VINOLIA SHAVING STICKS and CAKES. VINOLIA CREAM (For Itching, Face Spots, &c.), and VINOLIA POWDER (For the Complexion).

Insurances.

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS AT 31ST DECEMBER, 1895, £12,433,131.

Authorised Capital.....£3,000,000.0.0
Subscribed Capital.....£2,750,000.0.0
Paid up Capital..... £687,500.0.0
Fire Funds.....£2,601,016.2.9

HAVING been appointed AGENTS of the above Company we are prepared to Accept EUROPEAN and CHINESE RISKS at Current Rates.

SHEWAN, TOMES & Co.,
Agents.

Hongkong, July 23, 1896. 1547

UNION ASSURANCE SOCIETY.

(*Instituted in the Reign of Queen Anne A.D. 1714*).

CAPITAL FULLY SUBSCRIBED, £450,000.
CAPITAL PAID UP, £180,000.
TOTAL INVESTED FUNDS EXCEED £2,000,000.
TOTAL ANNUAL INCOME, £850,000.

THE Undersigned, having been appointed AGENTS of the above Society in Hongkong, are prepared to issue POLICIES against FIRE on the usual terms.

HARRY WICKING & Co.,
Praya Central.

1421

AMERICAN SYSTEM OF DENTISTRY.
AT
69, QUEEN'S ROAD CENTRAL.
CHADWICK KEW.
(LATE OF POATE & NOBLE.)

Hongkong, December 19, 1896. 2088

Intimations.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

CONTRIBUTING SHAREHOLDERS are requested to send in a STATEMENT of BUSINESS Contributed during the Half Year ended 31st December, 1896, on or before the 15th March, on which date the ACCOUNTS will be CLOSED.

By Order of the Board of Directors,
THOS. I. ROSE,
Secretary.

Hongkong, February 25, 1897. 395

Kinghorn & Macdonald,

Consulting Mechanical Engineers and Surveyors,

CONTRACTORS FOR THE SUPPLY OF ALL KINDS OF MACHINERY AND APPLIANCES.

SPECIFICATIONS, DESIGNS and DRAWINGS prepared for all Classes of STEAMSHIPS, MACHINERY and BOILERS.

New Work and Repairs supervised. Surveys undertaken and Reports prepared.

Telegrams, "KINGHORN," Hongkong.
Telephone, No. 141.
Postal Address, 11 Praya Central.

JOHN W. KINGHORN,
M.I.M.E., M.I.Mech.E., London.
DONALD MACDONALD.

Hongkong, November 5, 1896. 2383

Business Notices.

No Land is so Remote that it is not reached by
SCHLITZ BEER.

Knowledge is Power.
TO KNOW THAT
SCHLITZ,
The Beer that made Milwaukee Famous, is
ABSOLUTELY PURE
AND MADE OF THE BEST PARTS ONLY OF CHOICE MALT & HOPS.
FOR ASK Schlitz { Schlitz received the highest award at the World's Fair for
PURITY.

Sole Agents for Hongkong:
WATKINS & Co
96, QUEEN'S ROAD CENTRAL, HONGKONG.
WAI-KIN TAI YEUK FONG.
威建大藥房

472

Green Island Cement Company Limited.

MANUFACTURERS OF

DRAIN-PIPES

FIRECLAY

WORKS, { GREEN ISLAND, MACAO. DEEP WATER BAY, HONGKONG.

SHEWAN, TOMES & CO., GENERAL MANAGERS, HONGKONG.

Notice of Firm.

NOTICE.

I HAVE this day Admitted Mr E. H. JOSEPH as a Partner in my business of Share and General Broker, which will in future be conducted under the Name and Style of JORDAN & JOSEPH.

PAUL JORDAN.

Offices removed to 3, Duddell Street.

Hongkong, March 8, 1897. 474

Intimations.

OLIVERS FREEHOLD MINES LIMITED.

NOTICE is hereby given that the CALL of $1.50 per share on B shares numbered

25001/25556,	23694/26143,	26194/26343,
26394/26493,	26604/26793,	26894/26943,
26994/27043,	32861/32869,	32982/33318,
34068/34109,	36104/36209,	36360/36359,
36606/36720,	36834/36863,	37284/37309,
37945/37994,	38045/38619,	38345/38394,
38830/38943,	38065/38084,	39245/39240,
40493/4 534,	40656/41055,	41656/41756,
42084/42283,	42384/42483,	42584/427-3,
44464/44633,	44884/44983,	47372/17421,

must be PAID to the Undersigned at the Office of the Company, 38 and 40 Queen's Road Central, Victoria, Hongkong, on or before the 16th day of March 1897; and Notice is also given that in the event of nonpayment of such call at the office of the Company aforesaid on or before the said 16th day of March 1897 the above mentioned shares will be liable to be forfeited.

Hongkong, March 4, 1897. 434

THE HONGKONG ROPE MANUFACTURING COMPANY, LIMITED.

THE Thirteenth Ordinary Annual MEETING of SHAREHOLDERS in the Company will be held at the Company's OFFICE, No. 9, Praya Central, Victoria, on MONDAY, the 15th March, at Twelve o'clock Noon, for the purpose of receiving a Statement of Accounts and the Report of General Managers for the year ending 31st December, 1896, declaring a Dividend and electing a Consulting Committe and Auditors.

The Transfer BOOKS of the Company will be CLOSED from the 8th to the 15th Instant, both days inclusive.

SHEWAN, TOMES & Co.,
General Managers.

Hongkong, March 1, 1897. 433

CANTON INSURANCE OFFICE, LIMITED.

ADJUSTMENT OF BONUS FOR THE YEAR 1896.

CONTRIBUTORS to the above OFFICE are requested to Furnish the Undersigned with a List of their Contributions for the year ending 31st December, 1896, in order that the Distribution of BONUS may be arranged. Returns not rendered prior to the 31st day of March Instant, will be adjusted by the OFFICE, and no CLAIMS or ALTERATIONS will be subsequently Admitted.

JARDINE, MATHESON & Co.,
General Agents.
CANTON INSURANCE OFFICE, LD.

Hongkong, March 1, 1897. 431

SIEK TING,
Surgeon Dentist,
No. 10, D'AGUILAR STREET.

TERMS VERY MODERATE.
Consultation Free.

Hongkong, April 6, 1896. 888

Intimations.

THE CHINA & MANILA STEAMSHIP COMPANY, LIMITED.

THE Fourteenth Ordinary General MEETING of SHAREHOLDERS in the Company will be held at the Company's OFFICE, No. 9, Praya Central, Victoria, on MONDAY, the 22nd March, at 12 o'clock Noon, for the purpose of receiving a Statement of Accounts and the Report of the General Managers for the year ending 31st December, 1896, declaring a Dividend, and electing a Consulting Committee and Auditors.

The Transfer BOOKS of the Company will be CLOSED from the 7th to the 22nd Instant, both days inclusive.

SHEWAN, TOMES & Co.,
General Managers.

Hongkong, March 4, 1897. 452

CHINA SUGAR REFINING COMPANY, LIMITED.

NOTICE.

THE Nineteenth Ordinary Annual MEETING of the SHAREHOLDERS of the Company will be held at the OFFICES of the General Agents, at Noon, on SATURDAY, 27th March, for the purpose of receiving their Report, with a Statement of Accounts to 31st December, 1896.

The Transfer BOOKS of the Company will be CLOSED from the 13th to the 27th March, both days inclusive.

JARDINE, MATHESON & Co.,
General Agents.

Hongkong, March 6, 1897. 469

LUZON SUGAR REFINING COMPANY, LIMITED.

NOTICE.

THE Fifteenth Ordinary Annual MEETING of the SHAREHOLDERS of the Company will be held at the OFFICES of the General Agents, Pedder Street, at 12.30 p.m., on SATURDAY, 27th March, for the purpose of receiving their Report, and a Statement of Accounts to 31st Dec., 1896.

The Transfer BOOKS of the Company will be CLOSED from the 13th to the 27th March, 1897, both days inclusive.

JARDINE, MATHESON & Co.,
General Agents.

Hongkong, March 6, 1897. 468

KELLY & WALSH, LTD.

JUST ARRIVED.

TENNIS RACQUETS.—1897 TENNIS RACQUETS.

A few TATE'S Special's
SLAZENGER'S E.G.M.
SLAZENGER'S DEMON,
and
SALTER'S famous BLACK GUT RACQUETS.
All WEIGHTS and NEWEST shapes.
1897—TENNIS BALLS—1897.
AYRES' CHAMPIONSHIP
and
OVERCUS TENNIS BALLS.

KELLY & WALSH, LIMITED.

Hongkong, March 6, 1897. 472

Auctions.

PUBLIC AUCTION
OF
HOUSEHOLD FURNITURE, SPORTING GUNS, BICYCLES, SADDLERY, ETC.

THE Undersigned has received instructions to sell by Public Auction, on

SATURDAY,

the 13th March, 1897, commencing at 2.30 p.m., at his Sales Rooms, Duddell Street,—

(*For Sundry Accounts,*)

A LARGE QUANTITY OF HOUSEHOLD FURNITURE AND EFFECTS.

Comprising:—

DRAWING ROOM SUITES, in SILK TAPESTRY and PLUSH, OVERMANTELS, BOOKCASE, WRITING TABLE and DAVENPORT, FANCY and TEA TABLES, RATTAN FURNITURE, PICTURES, ORNAMENTS, FENDERS, CARPETS, RUGS, STAIR CARPETING, ETC.

SEVERAL SIDEBOARDS with PLATE GLASS BACKS, DINNER WAGGONS, EXTENSION DINING TABLES, DINING CHAIRS with CANE SEATS and MOROCCO COVERED, DINNER and DESSERT SETS, ELECTRO-PLATE and GLASS WARE, CUTLERY, PANTRY REQUISITES.

SINGLE and DOUBLE IRON and BRASS MOUNTED BEDSTEADS with FITTINGS, IRON COTS, WARDROBES, PLAIN and with GLASS DOORS, MARBLE TOP WASHSTANDS, DRESSING TABLES and GLASSES, CHESTS of DRAWERS and SUNDRY BED-ROOM FURNITURE, BATH-ROOM REQUISITES, KICKSHAWS, ETC., ETC., ETC.

Also,

ONE LADY'S SAFETY PNEUMATIC BICYCLE, DUNLOP TYRES, in FINE CONDITION.

ONE GENTLEMAN'S BEEKFORD PNEUMATIC BICYCLE, in FINE CONDITION.

SEVERAL SADDLES and SUNDRY SADDLERY.

ONE VERY SUPERIOR 12 BORE ENGLISH MADE DOUBLE BARRELLED GUN in CASE, by T. BLANCH and SON, CHEAPSIDE.

ONE FINE FRENCH 12 BORE DOUBLE BARRELLED GUN in CASE, ST. ETIENNE.

SEVERAL FOWLING PIECES, MATCH RIFLES, RAPIERS and FANCY ARMS, ETC., ETC.

Also,

ONE GENT'S BICYCLE, with DUNLOP PNEUMATIC TYRES.

'NEW HOWE' POPULAR ROADSTER, with LAMP, BELL, etc., COMPLETE, in GOOD CONDITION.

Catalogues issued prior to Sale. On view from *Friday*, the 12th Instant.

TERMS OF SALE.—Cash on delivery.

GEO. F. LAMMERT,
Auctioneer.

Hongkong, March 9, 1897. 477

To-day's Advertisements.

FOR SHANGHAI.

The Steamer *Aglaia*, Captain L. MADSEN, will be despatched for the above Port TO-MORROW, the 11th Inst., at Daylight.

For Freight or passage, apply to
SIEMSSEN & Co.

Hongkong, March 10, 1897. 485

CHINA NAVIGATION COMPANY, LIMITED.

FOR TAIWANFOO.

The Co.'s Steamship *Kweilin*, Captain HARRIS, will be despatched as above on FRIDAY, the 12th Instant, at Noon.

For Freight or passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, March 10, 1897. 492

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA (DIRECT).

The Co.'s Steamship *Yuensang*, Captain W. WADDILOVE, will be despatched as above on SATURDAY, the 12th Instant, at 4 p.m.

This Steamer has superior Accommodation for First-class Passengers.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.

Hongkong, March 10, 1897. 483

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY & MELBOURNE.

The Co.'s Steamship *Taiyuan*, Captain NELSON, will be despatched on SATURDAY, the 13th Instant, at Noon.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the supply of Fresh Provisions during the entire voyage. A duly-qualified Surgeon is carried, and the Vessel is fitted throughout with Electric Light.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, March 10, 1897. 273

CHINA NAVIGATION COMPANY, LIMITED.

FOR ILOILO.

The Co.'s Steamship *Taiwan*, Captain PEARCE, will be despatched as above on SUNDAY, the 14th Instant, at Daylight.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, March 10, 1897. 490

CHINA NAVIGATION COMPANY, LIMITED.

FOR CHEFOO AND NEWCHWANG.

The Co.'s Steamship *Poochow*, Capt. BLACKBURNE, will be despatched as above on MONDAY, the 15th Instant, at 4 p.m.

For Freight or passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, March 10, 1897. 481

To-day's Advertisements.

PUBLIC AUCTION.

THE Undersigned has received instructions from H. M. NAVAL STOREKEEPER to Sell, by Public Auction, on

WEDNESDAY,

the 17th March, 1897, at Noon, at H. M. NAVAL YARD,—

SUNDRY NAVAL AND VICTUALLING CONDEMNED STORES,

Comprising:—

OLD IRON, PAPER STUFF, RAGS, CANVAS, CLOTHING, IMPLEMENTS, &c.
BRASS TUBES.

TERMS OF SALE.—As customary.

J. M. ARMSTRONG,
Government Auctioneer.

Hongkong, March 10, 1897. 482

FROM HAMBURG, PENANG AND SINGAPORE.

THE Steamship *Aglaia*, Captain MADSEN, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned, and to take immediate delivery of their Goods from alongside.

Optional cargo will be forwarded unless notice to the contrary be given before Noon To-morrow.

Any Cargo impeding her discharge will be landed into the Godowns of the HONGKONG & KOWLOON WHARF & GODOWN CO., LD., and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th Inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 14th Inst., at 3 p.m.

No Fire Insurance has been effected.

SIEMSSEN & Co.,
Agents.

Hongkong, March 10, 1897. 486

NOTICE TO CONSIGNEES.

S. S. *AGLAIA.*

THE s. s. *Aglaia* having arrived under average Consignees are hereby informed that a GENERAL AVERAGE BOND must be Signed and a deposit of 15 per Cent. made on the arrived Value of the Cargo previous to countersignature of Bills of Lading. The Average Bond is lying at the OFFICE of the undersigned for Signature.

SIEMSSEN & Co.,
Agents.

Hongkong, March, 10, 1897. 487

SHELL LINE OF STEAMERS.

FOR HAVRE, LONDON & HAMBURG.

(*Taking Cargo at through rates to* COPENHAGEN, STOCKHOLM, NORRKOPING, GEFLE, DANTZIC *and* KONIGSBERG, *with transshipment in* HAMBURG).

The Co.'s Steamship *Nerite*, Captain DANIEL, will be despatched as above on WEDNESDAY, the 17th March.

For Freight, apply to
ARNHOLD, KARBERG & Co.,
Agents.

Hongkong, March 10, 1897. 375

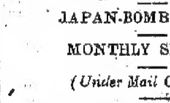
NIPPON YUSEN KAISHA.

JAPAN-BOMBAY LINE.

MONTHLY SERVICE.

(*Under Mail Contract.*)

FOR KOBE AND YOKOHAMA.



The Co.'s Steamship *Idzumi Maru*, Captain J. M. CURNOW, will be despatched as above on THURSDAY, the 18th Instant, at Noon.

For Freight or Passage, apply to
NIPPON YUSEN KAISHA.

Hongkong, March 10, 1897. 483

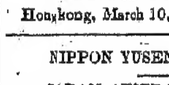
NIPPON YUSEN KAISHA.

JAPAN-AUSTRALIA LINE.

MONTHLY SERVICE.

(*Under Mail Contract*).

FOR NAGASAKI, KOBE AND YOKOHAMA.



The Co.'s Steamship *Yamashiro Maru*, Captain J. JONES, will be despatched as above on FRIDAY, the 19th Instant, at Noon.

This Steamer is fitted with Superior Passenger Accommodation, and is lit by electricity throughout. A duly qualified Doctor is carried.

For Freight or Passage, apply to
NIPPON YUSSEN KAISHA.

Hongkong, March 10, 1897. 489

'RICKMERS' REGULAR LINE OF STEAMERS.

FOR BREMEN AND HAMBURG.

(*Taking Cargo at through rates to* RED SEA, MEDITERRANEAN AND BLACK SEA PORTS).

The Co.'s Steamship *Maria Rickmers*, Captain BERG, will be despatched as above on MONDAY, the 22nd Instant.

For Freight, apply to
ARNHOLD, KARBERG & Co.,
Agents.

Hongkong, March 10, 1897. 484

Not Responsible for Debts.

Neither the Captain, the Agents, nor Owners will be Responsible for any Debt contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour:—

COLOMA, American barque, Captain C. M. Noyes.—Captain.

DONAR, German steamer, Captain Grundmann.—Lauts, Wegener & Co.

EURYDICE, British ship, Captain Jas. W Knox.—Captain.

FALLS OF DEE, British 4-masted ship Captain J. H. Lock.—Standard Oil Co.

TAM O' SHANTER, American ship, Captain L. D. Smith.—Master.

TORRIDALE, British 4-masted barque, Capt. R. Buchanan.—Standard Oil Co.

Vessels Advertised as Loading.

Destination.	Vessels.	Agents.	Date of Leaving.
Australian Ports	Taiyuan (s)	Butterfield & Swire	March 13, at noon.
Australian Ports	Tokio Maru (s.)	Nippon Yusen Kaisha	March 26, at 4 p.m.
Bremen and Hamburg	Helene Rickmers (s)	Arnhold, Karberg & Co.	March 18.
Bremen and Hamburg	Maria Rickmers (s)	Arnhold, Karberg & Co	March 22.
Bremen & Ports of Call	Sachsen (s)	Norddeutscher Lloyd.	March 30, at 9 a.m.
Chefoo & Newchwang	Foochow (s)	Butterfield & Swire	March 15, at 4 p.m.
Havre, London & H'bg	Nerite (s)	Arnhold, Karberg & Co.	March 17.
Iloilo	Taiwan (s)	Butterfield & Swire	March 14, daylight.
Japan	Ancona (s)	P. & O. S. N. Co.	March 13, at noon.
Kobe	Kioto Maru (s)	Dodwell, Carlill & Co.	About March 12.
Kobe and Yokohama	Idzumi Maru (s)	Nippon Yusen Kaisha.	March 18, at noon.
London	Java (s)	P. & O. S. N. Co.	About March 18.
London	Ceylon (s)	P. & O. S. N. Co.	About April 3.
London, v. Suez Canal	Nestor (s)	Butterfield & Swire	March 22.
London, v. Ports of Call	Rohilla (s)	P. & O. S. N. Co.	March 11, at noon.
Manila	Yuensang (s)	Jardine, Matheson & Co	March 12, at 4 p.m.
Marseilles v. Saigon	Oceanien (s)	Messageries Maritimes	March 17, noon.
Nagasaki, Kobe & Y'ma	Yamashiro Maru (s)	Nippon Yusen Kaisha.	March 19, at noon.
New York, v. Suez Canal	Strathleven (s)	Dodwell, Carlill & Co.	March 15.
New York, v. Suez Canal	Breconshire (s)	Shewan, Tomes & Co.	About April 8.
Samarang & Sourabaya	Shantung (s)	Butterfield & Swire	Mar. 11, at 3 p.m.
S. Francisco, v. Japan	Gaelic (s)	O. & O. S. S. Co.	March 13, at noon.
S. Francisco, v. Japan	City of Peking (s)	Pacific Mail S. S. Co	March 23, at noon.
San Francisco	Falls of Dee	Shewan, Tomes & Co.	Quick despatch.
San Francisco	Coloma	Shewan, Tomes & Co.	Quick despatch.
Seattle, Washington	Tenshin Maru (s)	Nippon Yusen Kaisha.	March 11, at 4 p.m.
Shanghai	Aglaia (s)	Siemssen & Co.	March 11, daylight.
S'hai, C'foo, N'k'g, T'tsin	Sendai Maru (s)	Nippon Yusen Kaisha.	March 12, at 4 p.m.
S'hai, N'ki, K'be & Y'ma	Japan (s)	P. & O. S. N. Co.	About March 20.
Swatow, Amoy & T'sui	Formosa (s)	Douglas Lapraik & Co.	March 11, daylight.
Tacoma (Wash.), &c.	Victoria (s)	Dodwell, Carlill & Co.	March 23, at noon.
Taiwanfoo	Kweilin (s)	Butterfield & Swire	March 12, at noon.
Vancouver (B.C.), &c.	Empress of Japan (s)	Canadian P'fic R. Co.	March 17, at noon.
Victoria (B.C.), &c.	Chittagong (s)	Shewan, Tomes & Co.	March 20.
Yokohama	Taiwan Maru (s)	Dodwell, Carlill & Co.	About March 16.
Yokohama and Kobe	Tainan (s)	Butterfield & Swire	March 16.

To-day's Advertisements.

OCEAN STEAMSHIP COMPANY.

FOR LONDON, *VIA* SUEZ CANAL.

The Co.'s Steamship *Nestor*, Captain ASQUITH, will be despatched as above on MONDAY, the 22nd Instant.

For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, March 10, 1897. 491

NORTHERN PACIFIC
STEAMSHIP AND RAILWAY COMPANIES.

VIA INLAND SEA OF JAPAN.

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and CANADA and to EUROPE.

HONGKONG to LONDON, $400.

Excellent accommodation. First class Table. DOCTOR and STEWARDESS carried.

HONGKONG to NEW YORK, $350.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG to TACOMA, $225.

Rates of Passage to other Points on application.

Special rates allowed to members of Government Services.

PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION).

Victoria	3,167	Tuesday.	Mar. 23.
Olympia	2,608	Tuesday.	April 13.
Braemar	3,601	Tuesday.	May 11.
Tacoma	2,549	Tuesday.	May 25.
Victoria	3,167	Tuesday.	June 8.
Olympia	2,608	Tuesday.	June 29.

THE Steamship *VICTORIA*, Captain J. PAYTON, R.N.R., sailing at Noon, on TUESDAY, the 23rd Instant, will proceed to VICTORIA (B.C.), and TACOMA (Wash.), *via* SHANGHAI, KOBE and YOKOHAMA.

Through Bills of Lading issued to Japan, Pacific Coast Points, and to Canadian and United States Points.

Consular Invoices of Goods for United States Points should be in quadruplicate, and *one copy must be sent forward by the steamer* to the care of The Freight Agent, Northern Pacific Railroad, Tacoma, Wash.

Parcels must be sent to our Office (with address marked in full) by 5 p.m., on the day previous to sailing.

For further information as to Passage or Freight, apply to
DODWELL, CARLILL & Co.,
General Agents.

Hongkong, March 10 1897 498

SHIPPING.

ARRIVALS.

March 9:—

Formosa, British str., 674, A. Robson, Tamsui Feb. 4, Amoy 6, and Swatow 8, General.—DOUGLAS STEAMSHIP Co.

Amara, British steamer, 1,566, W. E. Kent, Saigon March 4, Rice.—JARDINE, MATHESON & Co.

March 10:—

Kwang Lee, Chinese str., from Canton.

Strathallan, British str., from Canton.

Taiyuan, British str., 3,000, R. Nelson, Japan March 4, General.—BUTTERFIELD & SWIRE.

Chow Fa, British steamer, 1,055, Jas. Williamson, Bangkok Feb. 26, and Swatow March 9, Rice.—YUEN FAT HONG.

Trym, Norwegian steamer, 710, E. Hannestad, Swatow March 9, General.—ORDER.

Foochow, British str., 1,252, J. Blackburne, Shanghai March 7, General.—BUTTERFIELD & SWIRE.

DEPARTURES.

March 10:—

Nanyang, for Kobe.
Gara, for Iloilo.
Kriemhild, for Singapore and Hamburg.
Strathallan, for Hongay.
Tacoma, for Kobe and Tacoma.
Nanshan, for Hoihow.
Taisang, for Swatow.
Sachsen, for Shanghai.
Hohenzollern, for Yokohama.

CLEARED.

Santa Cruz, for Yap.
Daphne, for Shanghai.
Hinsang, for Saigon.
Ingraban, for Saigon.
Ask, for Hoihow.

PASSENGERS.

ARRIVED.

Per *Amara*, from Saigon, Mr Bonciano, and 33 Chinese.

Per *Chow Fa*, from Bangkok, Messrs H. E. R. Hunter and J. G. Watson.

Per *Trym*, from Swatow, 150 Chinese.

DEPARTED.

Per *Nanshan*, for Hoihow, 40 Chinese.

Per *Taisang*, for Swatow, Mr Tsang Ming Tsai, and Mr Ng Yian Sam; for Shanghai, Mr Roza.

Per *Tacoma*, for Victoria, Mr Louis Brandes, Mr W. S. Laurie; for Tacoma, Mr Carl Yokey; for Raleigh, N. C., Mrs G. W. Greene, Miss Anna Greene, Miss Pansy Greene, Master Felix Greene, Master Valerian Greene, Master Willie Greene.

TO DEPART.

Per *Rohilla*, from Hongkong: for Singapore, Mr J. H. Garrels, Rev. C. Victals; for Colombo, Mr Fuchs; for Bombay, Messrs Abdula Kaderdina, Abdula Haji Mahomed, Abdool Cader, and J. R. Cunningham; for Plymouth, Gunner F. Lewis, R.N.; for London, Mr W. Newton, Mrs Cæsar Hawkins and son, Mr and Mrs G. W. F. Playfair and 2 children, Messrs Forbes, J. Hood, J. Dickson, R. Fenton, D. McHardy, W. Ritchie, D. McKenzie, A. Clark, David Gourlay, R. Quinn, A. Gibson, W. Beer, P. Hayes, G. New, S. Corke, and J. Manley. From Shanghai: for Singapore, Mr Price. From Yokohama: for Ismailia, Mr C. F. Johnson; for London, Mr Wilson.

Per *Hinsang*, for Saigon, 40 Chinese.
Per *Ingraban*, for Saigon, 60 Chinese.
Per *Ask*, for Hoihow, 107 Chinese.

SHIPPING REPORTS.

The British steamer *Formosa* reports: Tamsui to Amoy, light N.N.E. wind, Amoy to Swatow, light variable winds and thick fog. Swatow to Chelang Point, dense fog; from thence to port, fine to clear.

The British steamer *Amara* reports: Fine weather with fresh monsoon to Gap Rock; from thence to port, dense fog and calm. March 7, spoke steamer *Hutsang*, from Hongkong, bound Singapore, lat. 11° N., long. 109° E.

The British steamer *Chow Fa* reports: Fine and clear up to Swatow; from Swatow to Hongkong, calm weather with dense fogs.

EXPORT CARGOES.

Per s. s. *Preussen*, sailed 2nd March:—For Colombo, 1 case Personal Effects; for Smyrna, 20 cases Essential Oil; for Trieste, 40 packages Tea; for Genoa, 10 cases Essential Oil and 6 bales Hemp; for Genoa opt. 31 bales Raw Silk; for Milan/Novara/Arona, 51 bales Waste Silk; for Milan, 65 bales Raw Silk; for Lyons, 130 bales Raw Silk; for Antwerp, 275 bales Leaf Tobacco, 225 bales Feathers, 142 cases Arms, 12 cases Chinaware and 4 bales Madrimequas; for Amsterdam, 100 casks Preserves and 35 cases Chinaware; for Rotterdam, 500 bales Broken Cassia and 89 bales Leaf Tobacco; for Amsterdam/Rotterdam/Hamburg, 50 casks Ginger; for Bremen, 69 casks Chinaware, 10 casks Ginger, 2 cases Silverware, 2 cases Personal Effects, 1 case Porcelain, 1 case Leaf Tobacco, 1 set Rattan Furniture, and 1 case Sundries; for Hamburg, 166 bales Feathers and 27 bales Rattan.

POST OFFICE NOTICES.

MAILS will close:—

For KOBE.—
Per *Guthrie*, at 8.30 a.m., on Thursday, the 11th March.

For MOJI, KOBE, YOKOHAMA, & SEATTLE.—
Per *Tenshin Maru*, at 3.30 p.m., on Thursday, the 11th March.

For SHANGHAI.—
Per *Kwang Lee*, at 3.30 p.m., on Thursday, the 11th March.

For PORT DARWIN, THURSDAY ISLAND, COOKTOWN, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE.
Per *Taiyuan*, Registration at 2 p.m., Letters at 2.30 p.m., on Friday, the 12th March.

For SHANGHAI, CHEFOO, CHEMULPO, NAGASAKI, FUSAN, GENSAN & VLADIVOSTOCK.
Per *Sendai Maru*, at 3.30 p.m., on Friday, the 12th March.

MAILS BY THE BRITISH PACKET.—
The British Contract Packet *Rohilla* will be despatched on THURSDAY, the 11th March, with Mails for the United Kingdom, Europe, and countries beyond, *viâ Brindisi*; to the Straits Settlements, Netherlands India, Burmah, Ceylon, Aden, Egypt, Malta, and Gibraltar.

The usual hours will be observed in closing the Mails, &c.

HOURS OF CLOSING THE ENGLISH AND FRENCH MAILS.
When the Packets leave at Noon.

The following hours will be observed in closing the Mails for Europe, &c., by the English and French Packets, when they leave at Noon. The Money Order Office will be closed at 5 the day before.

8.00 A.M.—Posting of Prices Current and Circulars ceases.
(Prices Current and Circulars may however be posted up to 10 o'clock if they are tied in bundles, country by country, with the addresses all one way).
10.00 A.M.—Registry ceases.
10.30 A.M.—Posting of Newspapers, Books, and Patterns ceases.
11.00 A.M.—Mail closes.
☞ LATE LETTERS may be posted (from 11.10 A.M.) with 10 cents late fee up to 11.30 A.M., after which hour they may be sent on Board with the same Late Fee.

MEMOS. FOR TO-MORROW.

Shipping.

Daylight.—*Aglaia* leaves for Shanghai.
Daylight.—*Formosa* leaves for S'tow, &c.
Noon.—English Mail Steamer leaves for Ports of Call and Europe.
3 p.m.—*Shantung* leaves for Tabayas, &c.
4 p.m.—*Tenshin Maru* leaves for Seattle, Washington.

General Memoranda.

SATURDAY, March 13:—
2.30 p.m.—Auction of Household Furniture, &c., at Mr Geo. P. Lammert's.
Transfer Books of The China Sugar Refining Company, Limited, closed from this date to 27th March, both days inclusive.
Transfer Books of The Luzon Sugar Refining Co. Ld., closed from this date to 27th March, both days inclusive.

NOW READY.

Vol. XXII.—No. 2.

'CHINA REVIEW'

CONTAINS

The Hong Shan or Macao Dialect.
Supplementary Notes on the History of Hongkong.—1862 to 1890.
Some Moot Points in the Giles-Lockhart Controversy.
Mr. Lockhart's 'Manual of Chinese Quotations.'
Mr. Parker as a Translator.
Notes and Queries,—
Coins of the Ta Ching Dynasty.
Errata.
Miscellaneous Notes.
Collectanea Bibliographica.
Books Wanted, Exchanges, &c.
To Contributors.

Exchange

HONGKONG, March 10, 1897.

On London—	
Bank, Wire,	2/0½
,, On demand,	2/0⅜
,, 30 days' sight,	2/0¾
,, 4 months' sight,	2/0½
Credits, 4 ,, ,,	2/0¼
Documentary, 4 months' sights,	2/1
On Paris—	
On demand,	2.58
Credits, 4 months' sight,	2.62
On Berlin—Demand,	2.03
On New York—	
On demand,	50
Credits, 60 days' sight,	51
On Bombay—	
Wire,	163—
On demand,	163½
On Calcutta—	
Wire,	163
On demand,	163½
On Shanghai—	
On demand,	72
30 days' sight, (private paper).	72⅝
Gold Leaf, 100 fine, (per tael)	$50.70
Sovereigns (Bank's buying rate)	$ 9.63
Silver (per oz.)	29 1/16d.

A. S. WATSON & Co.,
LIMITED.

CHEMISTS BY APPOINTMENT.

ESTABLISHED A.D. 1841.

MANUFACTURERS
OF

Aerated Waters.

OUR AERATED WATER FACTORY is fitted with the best English Machinery, embodying the latest improvements in the trade.

The Purest Ingredients only are used, and the utmost Care and Cleanliness exercised in the Manufacture throughout.

The Water used is proved by repeated Analyses to be Absolutely Pure.

For COAST PORTS, Waters are packed and placed on board ship at Hongkong prices, and the full amount allowed for Packages and Empties when received in good order.

Counterfoil Order Books supplied on application.

Our Registered Telegraphic Address is
"DISPENSARY, HONGKONG."
And all signed messages addressed thus will receive prompt attention.

The following is a List of Waters always kept ready in Stock:—

PURE AERATED WATER
SODA WATER
LEMONADE
POTASH WATER
SELTZER WATER
LITHIA WATER
SARSAPARILLA WATER
TONIC WATER
GINGER ALE
GINGERADE

No Credit given for Bottles that look dirty or greasy, or that appear to have been used for any other purpose than that of containing Aerated Waters, as such Bottles are never used again by us.

A. S. WATSON & Co., LIMITED.
THE HONGKONG DISPENSARY.

Hongkong, July 3, 1896. 1887

BIRTHS.

At Tientsin, on February 14, the Wife of W. T. L. WAY, of a Son.

At Tientsin, on February 19, the Wife of D. WILLARD LYON, of a Son.

On the 5th March, at 58A Bubbling Well Road, Shanghai, the Wife of H. H. Fox, H.B.M. Consular Service, China, of a Son.

MARRIAGES.

On Feb. 25, at the residence of Dr and Mrs G. L. Tait, No. 20, Nakayamate-dori, Kobe, ANNA H. EVANS, of Eureka, Cal., to LOUIS C. PUTNAM, of Kobe.

On the 27th Feb., at Christ Church, Yokohama, by the Rev. E. Champneys Irwine, M. A. HERBERT, second son of Mr W. Pinckney, Milford Hill, Salisbury, to MARY, eldest daughter of Major Hunter, late of Auchterarder, Perthshire, N.B.

DEATH.

At 12, Nanking Road, Shanghai, on the 5th March, R. W. CROAL, late of R. S. *Ariel*; aged 52 years.

☞ *The publication of this issue commenced at 6.20 p.m.*

The China Mail.

HONGKONG, WEDNESDAY, MARCH 10, 1897.

LOCAL AND GENERAL.

STEAMERS PASSED SUEZ CANAL.
(SUPPLIED THROUGH REUTER.)

OUTWARD BOUND:—*St. Andrews*, Jan. 29th; *Cyrus*, *Dordogne*, 2nd; *Kanagawa*, 5th; *Helene Rickmers*, 9th; *Anapa*, *Gandalquivir*, *Sunda*, 12th; *Bentarig*, *Erato*, *Elax*, *Saghalien*, *St. Giles*, *St. Jerome*, 16th; *Hertha*, *Japan*, *Asloun*, *Salazie*, *Ceres*, 19th; *Ellen Rickmers*, *Tosa Maru*, 23rd; *Pekling*, *Sydney*, *Anping*, *Pathan*; *Sophie Rickmers*, *Tamsui*, 26; *Kintuck*, March 1; *Glenshiel*, *Marquis Bacquehem*, *Gisela*, *Benedick*, *Orestes*, *Merionethshire*, *Teucer*, *Yanghee*, 2; *Aden*, *Sarpedon*, *Taishan*, 5th; *Turbo*, 9th.

HOMEWARD BOUND:—*Thekla*, Jan. 19th; *Gleta*, 22nd; *Benledi*, *Radnorshire*, 26th; *Oceana*, 29th; *Yarra*, *Cassius*, Feb. 2nd; *Achilles*, *Hector*, *Kagoshima*, 5th; *Glengarry*, 9th; *Tamise*, 16th; *Polyphemus*, *Pyrrhus*, *Bellona*, *Ganges*, 19th; *Borneo*, *Prinz Heinrich*, 23rd; *Frigga*, March 2nd; *Formosa*, *Morven*, 9th.

Mails.

The C. P. R. s. s. *Empress of China* sailed from Vancouver for Yokohama, on Monday afternoon, the 1st March.

The P. M. s. s. *City of Peking*, with the AMERICAN MAIL of 13th Feb., left Yokohama on Friday, the 5th March, at daylight, and may be expected here on or about Saturday, the 13th March.

The O. & O. s. s. *Doric*, with mails &c., left San Francisco for this port, via Yokohama, Inland Sea, Nagasaki and Shanghai, on the 23rd Feb.

Steamers Expected.

The N. P. s. s. *Victoria* arrived at Yokohama and sailed on the 27th Feb. for this port via usual ports of call.

The O. S. S. Co.'s str. *Menelaus*, from Liverpool, left Singapore on the morning of the 4th March, and may be expected here on or about the 9th March.

The O. S. S. Co.'s str. *Deucalion*, from B. N. Borneo, left on the 5th March, and may be expected here on or about the 11th March.

The s. s. *Arratoon Apcar*, from Calcutta, left Singapore for this port on the afternoon of the 5th March.

The s. s. *Glenavon*, from London and Straits, left Singapore for this port on Saturday evening, the 6th March.

The P. & O. Co.'s s. s. *Brindisi* left Bombay for this port on the 26th Feb.

The N. P. K. s. s. *Yamashiro Maru* left Thursday Island for this port on the afternoon of the 5th March, and is expected to arrive here on the morning of the 18th March.

The R. L. Co.'s str. *Ellen Rickmers*, from Middlesbro', Antwerp, and Hamburg, passed the Canal on the 22nd Feb., and may be considered due at this port on or about the 22nd March.

The C. M. Co.'s str. *Kintuck*, from Glasgow and Liverpool passed the Canal on the 1st March, and may be considered due at Singapore on or about the 22nd March.

The N. P. Co.'s s. s. *Olympia* sailed from Tacoma on the 26th Feb. via Japan.

Latest Advices.

The N. G. I. s. s. *Bisagno* left Bombay for this port on the 9th March, and may be expected here on or about the 29th March.

The N. Y. K. s. s. *Idzumi Maru* left Singapore for this port on the 8th March, and is expected to arrive here on the evening of the 14th March.

The P. & O. Co.'s s. s. *Brindisi* left Singapore for this port on the morning of 10th March, at 8 a.m.

The C. M. Co.'s s. s. *Oanfu*, from Glasgow and Liverpool, left Singapore for this port on the morning of the 10th March, and may be expected here on or about the 16th March.

THE Band of the West Yorkshire Regiment will play the following programme at the Officers' Mess to-night:—

1.—Overture	'L'Ambassadrice'	*Auber.*
2.—Russian Mazurka.	'La Czarine'	*Ganne.*
3.—Selection	'The Vivandiere'	*Godard.*
4.—Valse	'Blumen'	*Steinmann.*
5.—Intermezzo	'Songe d'amour après le bal'	*Czibulka.*
6.—Selection	'Pagliacci'	*Leoncavallo.*

God Save the Queen.

Wm. Geo. Bentley, A.R.C.M., Bandmaster.

THERE is not much variety in the way of roads for cyclists and pedestrians in Hongkong, and consequently the peninsula of Kowloon is becoming very popular with these two classes, more especially the former. There are a few good roads for cycling, and a favourite route is through the Fo Peng Valley. Seeing that this road is so largely patronised it would be well if the Sanitary Authorities gave some attention to the Nullah at the Yaumati entrance to the Valley. A vast improvement has taken place in recent years in the sanitary arrangements of the village, but still there is more to be done. This nullah is particularly odoriferous, in consequence of all refuse from the piggeries being thrown into it. It would materially improve the condition of affairs if the nullah was covered over, as the road would then be considerably widened, and a nuisance alleviated.

W. ROBINSON & Co., Piano and Musical Instrument specialists and experts. Workshops and Factory, Duddell St.; Show Rooms, Queen's Road Central.

THE U. S. cruiser *Detroit* arrived at Singapore on the 2nd inst.

SURG.-MAJOR H. E. R. James, lately returned from Hongkong, has joined the Army Medical Staff in the Home District.

IRELAND defeated England at Rugby football in Dublin by 13 points to 9, and Scotland has beaten Ireland. Wales defeated England, but will not play any more international games until the dispute over Arthur Gould is settled.

THE annual athletic sports of the Victoria Recreation Club will be held on Saturday, 27th March, and an excellent programme of twenty events has been prepared. An opportunity is to be given lady bicyclists to exhibit their prowess in a half-mile open race. There will be an international tug-of-war, and a tug-of-war open to the Army, Navy and Police. Entries close on Friday, 19th March.

OWING to the retirement of Mr. James Dunn, senior chief constructor at the Admiralty, several changes have been made (says a Home paper), the first post being filled by promotion in the department. Mr W. H. Whiting comes home from Hongkong to be junior chief constructor. Mr Whiting was under orders to proceed to Malta as chief constructor, but that post will be taken by Mr W. H. Gard, who left Chatham three months ago for Bermuda. Mr Gard's place will be taken by Mr Lemon, from the Admiralty, and Mr Lemon's place by Mr Webb, from Portsmouth.

THE Senate of Macao having memorialised the Portuguese Government to show Dr L. Pereira Marques (late of the Hongkong Civil Service) some recognition for valuable services rendered to the Portuguese community of Hongkong, especially to the poor classes, the Government has now conferred upon him the titles of Knight Commander of the Order of Christ (formerly the Order of the Knights Templar) and Officer of the Most Noble and Distinguished Order of São Thiago, the last named being in recognition of his scientific and literary attainments. We congratulate Dr Marques upon these additions to the many honours he already possesses.

A QUARREL took place in a shoemaker's shop at No. 4 Possession Street about seven o'clock last night which may result in one of the shoemakers employed at the shop being charged with manslaughter. Chi Yeuk, a shoemaker, and Li Cheung, a coolie, were engaged in some horseplay which resulted in an earnest quarrel in the course of which Chi Yeuk lifted a shoemaker's knife and inflicted severe wounds on the abdomen of the coolie. An ugly gash was made across the abdomen from which the intestines protruded. The other men in the shop detained Chi Yeuk, and sent for the Police. The injured man was removed to the Government Civil Hospital. As he was not expected to recover his depositions were taken to-day. The shoemaker was taken to the Police Station.

CAPTAIN Vyvyan, officers, passengers and crew of the disabled steamer *Glamorganshire* left Saigon yesterday by the steamer *Decima* for Hongkong. The vessel is expected to become a total wreck. The *Glamorganshire* left Hongkong on the 4th inst., in ballast for Saigon, where she was to load rice for Europe, and on the 7th inst. about seven o'clock she struck the Rosslyn reef, and immediately filled with water. This reef is about thirty miles from Cape St. James. As soon as the news of the w

THE Japanese Government is taking steps to conclude a Treaty of Commerce with Turkey.

FOR removing a body out of the Colony to Samsuipo without a permit, a Chinaman was fined $5 to-day at the Magistracy.

WE publish on the fifth page the concluding portion of the *Times'* Special Correspondent's letter on the Chinese question.

THE February number of *The Rattle* (No. 10) has come to hand replete with admirable pictures but rather heavy letterpress.

A TOKIO telegram dated 25th Feb. states that the Japanese Government has decided to submit to the Diet a Bill for an appropriation of 3,400,000 yen as a subsidy to the Nippon Yusen Kaisha.

THE Hon. Treasurer of the Alice Memorial and Nethersole Hospitals begs to acknowledge with thanks the following donations to the funds of the Hospitals:—

Nippon Yusen Kaisha	$ 350
Fletcher and Co.	10
Alice MacKenzie	5

AT the Magistracy to-day a coolie who was charged with assaulting another coolie on the 22nd October, by throwing him down a stair of two storeys from a boarding house at 8 Queen's Road West, was sent to prison for four months' hard labour. The coolie has not yet recovered from his injuries, and his left arm will be useless all his life.

As we stated, the alarm of fire in Wellington Street last night was occasioned by the breaking of a lamp. No damage whatever was done. Nevertheless, we must compliment the Fire Brigade on the promptitude with which they answered the summons. The early arrival of the firemen, and the rapidity with which the steam fire-engines were got along to the Praya, for the purpose, if necessary, to pump salt water, says much for the smartness and efficiency of the Brigade. An enormous crowd gathered in the vicinity of the house where the alarm was raised, and it was a considerable time before they made up their minds that the outbreak was averted, and dispersed.

HON. Dr Ho Kai is to be presented with a farewell address from the Chinese community in Hongkong in the City-Hall on Friday next, at half-past four o'clock, on the occasion of his departure on the 13th inst., for Shanghai to assist Sheng King-hing, in carrying out the Chinese railway schemes and the Imperial Chinese Bank. Members of the European community are welcome to attend. The following gentlemen comprise the Committee who have arranged the testimonial:—Hon. Wei Ayuk, Li Sing, Ho Tung, Chiu U Tin, Kwan Hoi Chuen, Lau Wai Chuen, Lo Cho Shun, Chau Chun Chuen, Lo Tsz Chung, Liu Tsz Shan, Tam Tsz Kong, Sin Tak Fan, Fung Wa Chun, Ip Chuk Kai, Ho Fook, Leung Pui Chi, Lau Yam Chuen, Cheng Mow-Tong, Wei Leng Shan, Chow Tung Sang, Chan Chee Bee, Chan Fan Po, Kwok Yik Yu, Chan Kit Shun, Tseung Sz Kai, Li Sau Hin, Chan Hewan, Chiu Hon Hing, Leung Ngan Pan, and Tse Shi Pang.

Two well-known professional golfers were playing a match. We will call them Sandy and Jock. On one side of the golf course was a railway over which Jock drove his ball, landing it in some long grass. They both hunted for a long while for the missing ball, Sandy wanted Jock to give in and say that the ball was lost, but Jock would not consent, as a lost ball meant a lost hole. They continued to look round, and Jock slily dropped another ball, and then came back and cried, 'I've found the ba' Sandy.' 'Ye're a liear,' said Sandy, 'for here it's in ma pooch.'

THE discovery of a process by which the colours of nature could be reproduced by photography, without the aid of pigments, dyes, or colouring matter of any kind, has long been the ambition of many investigators, and now we have the authoritative statement of Sir Henry Trueman Wood, Secretary of the Society of Arts, that this long-sought-for goal in photographic research has been reached. M. Villedieu Chassagne, of Paris, has lately submitted to the Society of Arts a process, the joint invention of himself and Dr Adrien Michel Dansac, by which photographs can be produced showing the actual colours of the objects photographed. The process, a short account of which is given in the last number of the *Society of Arts Journal*, is a simple and inexpensive one.

A TELEGRAM from Peking of the 20th Feb. mentions that the Russian railway through Manchuria will be shortly begun, and that surveys have already been made and approved for a continuation of a branch line into Corea *viâ* Possiet Bay, many influential Coreans living in Russian territory having sent the requisite petitions to the Governor-General of Siberia. The Russian 5-foot gauge is to be maintained in Manchuria, though the Chinese is the same as the English standard gauge, 4 feet 8½ inches. News has reached Peking that the gold mines of Manchuria, now worked entirely by Chinese capitalists, were recently attacked by strong bands of squatters and bandits, armed with modern magazine rifles, but they were defeated and decimated by the troops garrisoning the mines, assisted by detachments from Teitsihar sent by the Military Governor of Heilungchiang. The Chinese authorities suspect much but have not voiced what they think in this matter. The Imperial government which has been receiving a good royalty every year from the mines is extremely jealous of admitting foreign capital or influence into these mines, and recently flatly refused the offers of several Russian capitalists to exploit certain spots on the Amur near the Russian frontier. Then came the raid of the bandits. Captives made by the soldiers have confessed to certain things which will apparently make the provincial authorities more determined than ever to keep out unauthorised Russian miners. Several of the captives, it is said, were Siberians.—*North-China Daily News.*

REUTER'S TELEGRAMS.

[SUPPLIED TO THE 'CHINA MAIL.']

LONDON, 8th March, 1897.

GREECE AND THE POWERS.

The Admirals of the various fleets have prepared a plan for the coercion of Greece, which includes a blockade of the Piræus and the coast of Crete, also the seizure of the Greek war-ships in the event of their disobeying the orders of the combined fleets.

WEATHER NOTICE.

The following notice is issued from the Observatory:—

On the 10th at 11.30 a. Pressure has increased considerably, and is now slightly above the normal on the E. coast of China; but in the Gulf of Tongking the barometer has fallen and is rather low. Gradients rather steep on the S. and S.E. coasts of China. Forecast:— strong to fresh E. and N.E. winds; some drizzling rain or mist.

THE REBELLION IN THE PHILIPPINES.

OFFICIAL REPORTS CONTRADICTED.

A Philippine friend, commenting on the translation of the official account of the operations against the Cavite Rebels appearing in the *China Mail* of Feb. 23, thinks the Spanish authorities might serve their cause better, and not bring themselves into ridicule, by studying the geography of their country before drawing up 'varnished reports' in which imagination plays so prominent a part.

The assertion that the *Cristina* and *Castilla* directed some of the shells to Imus and caused great damage is absurd. On referring to the Spanish Charts, it will be seen that this place is distant from the shores of the bay about 7 miles as the crow flies. Where these operations took place the water is very shallow, which would not permit vessels of their size to approach nearer the shore than 1½ miles, making a total distance of some 8½ miles from Imus to the guns. Now, none of these vessels are armed with guns to carry such a distance, apart from the fact that Imus is neither visible from the bay nor from the position of vantage taken up by General Polavieja and staff, on the tower of Paranaque Church, even on a clear day, resting snugly as it does amongst luxuriant tropical vegetation. Furthermore, Imus is the rebel stronghold and very strongly fortified, and not having yet so much as been sighted by the Spanish troops, it is nothing short of a miracle how they can possibly know that great damage had been caused!

Considering that for the last three months, the whole Spanish fleet, aided by the volunteer gunboats with Nordenfeldts, has been bombarding the rebel positions without being able to dislodge them, after expending, according to official accounts, upwards of 2000 shells, it is not very probable that any better success has met their efforts now that the rebels have very considerably strengthened their entrenchments in the interval.

Again, the river Zapote, where the rebel lines are, is a tidal creek with a bottom of sticky black mud, and very little water at this season of the year, the mud in some places, especially on the banks, reaching to a depth of about three feet; and yet on these banks the troops are declared to have pursued the rebels with frenzy and cut down 'hundreds of them.' This is a departure from the stereotyped form of 1200 rebels killed *and counted*! Having demonstrated the improbability of one part of the report, the rest may be taken also *cum grano salis*.

ATTEMPT TO CAPTURE MANILA.

The *Diario de Manila* of 26th Feb. contains an account of an attempt by the rebels to capture the town of Manila. So far back as the middle of January it was decided at a meeting of rebels in Caloocan to effect a *coup*, the signal to be given by firing native houses in the different districts of the town. Owing to an accidental fire in the district of Trozo the rebels residing in Tondo, assisted by recalcitrant cazalinieros, rose and killed nine Spaniards (including Colonel Rodriguez del Fierro, Lieut. Rodrigues, and Senor Arguelles, reporter of the *Voz de España*) and 2 Chinese, and wounding 18 (including Isaac de las Pozas, one of the Judges). Thanks to the valour of the Volunteers and cazadores, assisted, later, by an infantry column, the rising was quelled. It is estimated that nearly 100 rebels were killed. On the 5th inst. 58 prisoners were shot by the Spaniards inside the walls of Manila.

WE regret to announce the demise of Captain R. W. Croal, which took place to-day (March 5). Capt. Croal was 52 years of age and was one of the best and most favourably known members of this community. Up to within six months ago, when he was compelled to relinquish any active occupation, by his medical advisers, he had charge of the opium-receiving ship *Ariel*. The flags on most of the local vessels and on all the opium-hulks were half-masted as soon as Capt. Croal's death was announced. Captain Croal was a most successful designer of yachts and steam-launches and knew to a hair's breadth the fashioning of those subtle curves which make all the difference in the beauty or speed of a vessel. Socially Capt. Croal was one of the best known of old China hands having been located here for nearly 30 years. His hospitality was proverbial and his genial nature failed to attract all who were fortunate enough to know him. Many little acts, the origin of which long laid hidden, have been traced to Capt. Croal who was notoriously open-handed.—*Message.*

CORRESPONDENCE.

THE VOLUNTEERS AND THE 'DIAMOND JUBILEE.'

To the Editor of the 'CHINA MAIL.'

Hongkong, March 10.

SIR,—If it be correct, as 'Ex-Volunteer' states, that the British taxpayer is willing to entertain in London a detachment of Volunteers from Hongkong, then I see no reason why a grant should not be made from the Volunteer Vote to send the Hongkong Corps to send a representative detachment to London. I have no desire, as your other correspondents infer, to oppose any wholehearted desire to have the Colony represented at the Jubilee celebrations, and if the Volunteers themselves are willing to put their hands in their own pockets to contribute a share of the expense then the Colony might be willing to assist.

Can the Volunteers get together a fairly representative detachment of officers, non-commissioned officers and men? So far as I have learned, the Maxims have considerable difficulty to make a decent muster at an ordinary parade—and London is farther away than the Volunteer Headquarters.—Yours,

ANTI-HUMBUG.

SUPREME COURT.

IN SUMMARY JURISDICTION.

(Before His Honour Sir J. Carrington, Chief Justice.)

Wednesday, March 10.

SOO SUN C. TAM CHUN AND OTHERS.

This was an action brought to recover a sum of $367.95 for work done and materials supplied to the Kwong Hip Wo firm of contractors, of which firm the plaintiff alleged that first defendant, Tam Chun, was either a partner or had held himself out to be a partner.

Mr E. Robinson (instructed by Mr F. B. L. Bowley) appeared for the plaintiff; Mr J. J. Francis, Q.C. (instructed by Mr Wilkinson) appeared for Tam Chun. The other defendants were unrepresented and admitted the debt.

Three whole days were taken up in the hearing of the evidence and of the arguments of the counsel in the case, and judgment was delivered this morning. Evidence was given by the plaintiff himself, Tang Foo, one of the partners of the Kwong Hip Wo, a defendant in the suit and a foreman in the employ of the Kwang Hip Wo, all of whom swore that the goods supplied and work done were ordered by the defendant Tam Chun at the office of the Kwong Hip Wo, and that Tam Chun then allowed himself to be addressed and spoken of as 'the master,' in the presence of the plaintiff. The documentary evidence put in on cross-examination of Tang Foo, consisted principally of two documents, and an authority signed by Tang Foo and Cheng Shun, dated in July last, requesting a broker to procure Tam Chun to become security for the performance by them of a building contract, and the other an agreement, dated October last, which recited that Tam Chun had become, or obtained, such security, and which provided that the Kwong Hip Wo firm should pay him certain remuneration.

In delivering judgment, His Lordship said that there was a direct conflict of testimony between the evidence of the witness for the plaintiff and the documents, and upon that of the latter, which supported the statements of the defendant, Tam Chun himself, he was satisfied that Tam Chun was not a partner in the Kwong Hip Wo. Tam Chun's real position with regard to the Kwong Hip Wo was that of a person who had procured for the firm security which enabled them to obtain a contract. In his Lordship's opinion, Tam Chun's conduct, as shown by these documents, was that of a man who, not being liable for the debts of the Kwong Hip Wo, had taken reasonable precautions to protect himself from possible liability. The plaintiff and his witnesses overreached themselves in endeavouring to make out that Tam Chun was the moving spirit of the Kwong Hip Wo firm, no attempt having been made to show that he knew anything about a contractor's business, whereas it was clear that Tam Chun was not a partner in the firm, and that one at any rate of the real partners was a man of experience in building. Tam Chun himself had sworn that he very seldom went to the works, but that any dealings he had with or in connection with the Kwong Hip Wo took place at his own house. This statement His Lordship was inclined to believe, from various facts which had come out in evidence; and considering the probabilities of the case he disbelieved the evidence which had been given by the plaintiff and his witnesses, all of whom appeared to him to be more or less interested in making the defendant, Tam Chun, liable for the debts of the Kwong Hip Wo. Judgment was therefore given for the defendant, Tam Chun, with costs.

GOLF.

CAPTAIN'S CUP FOR MARCH.

The last monthly competition of the Hongkong Golf Club for the 1896 Cup was played off on the 6th to 8th inst., and brought out a fairly large field. The links were in good order, the weather fine, and the greens, which last year were so severely crippled during the race meeting, had, thanks to the good offices of a member—a Public Works Department man—suffered but little from the traffic of John Chinaman's feet. The winner for the month has made many a good bid for this Cup the past two years, and is to be congratulated on qualifying for final possession on this occasion; he is also the best scorer for the Pool, somewhat closely followed by a long handicap man, whose returns are watched by the Handicapping Committee!

The final, for possession of the Cup, will be played off during the month. Due notice will be posted in the Club House. The following are the returns of the cards handed in:—

CAPTAIN'S CUP.

Mr G. Stewart ...	86	4	82
Mr E. Ormiston ...	104	18	86
Mr H. W. Robertson ...	103	15	88
Mr G. H. Grace ...	100	9	91
Mr C. A. Tomes ...	102	11	91

21 entries.

FOOL.

Mr G. Stewart ...	86	4	82
Mr H. W. Robertson ...	99	15	84
Lieut. Farier R.N. ...	97	12	85
Mr A. J. R. Greene, R.A. ...	100	12	88
Mr C. A. Tomes ...	102	11	91

22 entries.

PATENT MUSIC boxes, Violins (fine models), Mandolines, and Strings of all kinds. W. Robinson & Co.

LADY Aberdeen has announced that the Queen has expressed a desire that the commemoration of the sixtieth year of her reign in Canada may take the form of nursing and caring for the sick and suffering.

THE *Standard* of Feb. 8 states that the British Government has accepted the tender made by the Peninsular and Oriental S. N. Co. for a seven years' mail contract, by which the time of transport between London and Melbourne will be shortened by four days.

MUSICAL NOTES.

I am pleased to see that Mr Bentley, the talented Bandmaster of the West Yorkshire Regiment, has written a new valse, and as it was down on the last 'Tarantula' programme I sat out that dance for the purpose of listening to the music. I was so charmed with it that I could not refrain from examining the score. It is a scholarly composition, and several of the numbers are thoroughly original in their treatment. The first valse is a dreamy melody in the contralto register, taken up by the clarinets with the baritone in unison, followed up as a repetition an octave higher, with the baritone and euphonium in capital harmony. The second number is of a totally different character, equally charming but a little more florid. The reeds and flutes and piccolos here take up the melody, and the part is further enhanced by a counter melody for the euphonium. The beauty in the second part lies in the change of the key to that of the minor third. The sudden change of key makes a fine effect, and the melody lends itself capitally to the idea. The progression from No. 2 to No. 3 is smooth, and gives some hard work to the B flat cornet in the higher registers; but in No. 4 another change takes place introducing a melody in the key of the minor sixth with a well-marked rhythm. Throughout the entire composition the harmonies are very excellent, and the orchestration shows that Mr Bentley has kept the capabilities of the various instruments always in view. The melodies are enchanting, piquant, and full of swing. Mr Bentley is transcribing the composition for the piano, and intends sending it Home for publication. I have not yet seen the piano score, but if the Composer can produce the composition effectively for this instrument, I would say, it will be the valse of the next season. Mr Bentley has christened his valse 'The Tarantula,' and has dedicated it to Mr Herbert Smith, of Messrs Butterfield and Swire.

I was agreeably surprised to see on the programme of music played at the dinner given to H. E. Wu Ting Fang a selection of Chinese airs by the West Yorkshire Band. Mr Bentley is to be congratulated on being the first to arrange the Chinese airs for a western military band, and, this new departure will for ever settle the oft-repeated argument about there being any such thing as music in the apparently heterogeneous conglomeration of sound produced by a Chinese band. Mr Bentley is one of our best authorities at present in everything musical, and I take it that he at least sees something pleasing in their melodies. That the melodies were recognised by the Chairman argues well for Mr Bentley's success in his orchestral treatment of the airs. Your evening contemporary recently facetiously remarked that the Bandmaster was busy on a new National Anthem for the Celestials, and possibly they had got an idea of what Mr Bentley was after. However, Mr Bentley has very wisely refrained at present from constructing new Oriental melodies, and has confined himself to the works of the ancient musical Oriental sages. I think if Mr Bentley could be persuaded to transcribe these Chinese airs for the piano, that many residents in the East would be only too glad to get copies as curios and as works of reference. The publication would be a financial risk, but as a sample of Chinese music in European notation is badly wanted, it would be hailed with satisfaction. Mr Bentley is a great acquisition to our Colony, and is to be congratulated not only on the above compositions but also on the many excellent selections given by his splendid band. He is the composer of several clarinet works published by Rudall, Carte and Co., and also of many selections for military bands. Mr Bentley is the arranger of the Knight of St. George Lancers, composed especially for and played at the last St. George's Ball.

Mdlle. Nikita, the well-known prima donna, is a descendant of Daniel Boone, the famous Kentucky man, and was born at Washington in 1873. She received her education under the personal instruction of Charles Gounod, Ambroise Thomas, Jules Massenet and Maurice Strakosch. Mdlle. Nikita speaks and writes no fewer than seven languages; she is an excellent portrait painter, a talented pianiste, a regular contributor to the literary page of the *Presse* of Vienna, a capital billiard-player, and a daring cyclist. Besides holding the title of Court Singer to the Duke of Saxe-Coburg-Gotha, she has been decorated by three kings, and awarded gold and silver medals by German, French and Russian institutions of learning.

Mr Ben Davies, having finished his first tour in Holland, has gone to Vienna, where he will give a vocal recital. He will then work his way back through Germany, returning to London this month.

A special section will be devoted to music in the Victorian Era Exhibition which is to be held at Earls' Court this year. Among those who have undertaken the direction of the matter are Sir Alexander Mackenzie, Dr Parry, Professor Stanford, Mr Henry Wood and Signor Randegger. Several gentlemen have offered the loan of valuable autographs, and mementoes of the principal musical events included within the last sixty years.

The Czar is much interested in the progress of a movement which has lately been growing rapidly in most European countries, that of preserving the old folk-songs of the nation. The Czar is himself actively engaged in making a collection of the national ballads of Russia, so we may expect in the near future to have a new volume 'Songs of Russia' in Boosey's well-known series.

MUSICUS.

NEW PIANO and Organ Repairing Material and Machinery just to hand; also the latest Music. W. Robinson & Co.

ATTACK ON A CATHOLIC PRIEST IN SHANTUNG.

Ichoufu, Feb. 8.

The Chinese New Year has come and gone and we breathe the usual sigh of relief. In the course of making our customary calls we paid our respects to the only other representatives of western civilisation in our city, namely the German Catholic Mission within the gate. They have been working for some years in this region, but it was since our own settlement here that they secured their present eligible site on the main east and west street. The resident priest is named Bücher. We occasionally exchange calls with them. On the present occasion we found four other foreigners there, two of whom, Messrs Foberg and Ziegler, we had the pleasure of meeting.

Mr Foberg has recently had an exciting experience. It seems that he lives about thirty miles south of the city at a place called Hsichuang. Near by is a small market town known as Tapu where there are several of their adherents. One of these in some why offended a few local ruffians who proceeded to take revenge with that deliberate fiendishness which is too often exhibited by the Chinese. They secured a chop-stick, tied a bunch of needles on the end of it and calmly jabbed out the victim's eyes! Mr Foberg at once took the case to the local magistrate at Tanchi'eng city. We did not learn the particulars, but there were the usual delays. The local gentry while pretending to be very friendly are said to have secretly instigated the trouble. The original outrage was perpetrated on the 7th of January and on the 19th of January Mr Foberg himself was attacked by a band of the same ruffians. He broke away from them and started to run to the home of a Christian for refuge, but was knocked down or fell down on the street and was overtaken by his pursuers who stood over him with drawn knives. For some reason, however, they did not actually harm him. It was reported that the instigators of the attack were much disappointed at the lame outcome of the affair and said: 'Why did you not make an end of him? As it is he will simply go away and make more trouble.'

Mr Foberg is now in the city prosecuting the case before the Prefect. It is rather strange that we have not heard of the case from the natives. Our Catholic friends have had a great deal of such trouble here, owing largely, if native evidence is to be trusted, to their habit of interfering in lawsuits where their converts or enquirers are concerned. The case just mentioned seems to be an unusually grave one.—*N.-C. Daily News.*

'THE last victory,' remarked the Spanish General, in a tone of great irritation, 'was not nearly as brilliant as I expected it to be.' 'Whom do you consider to blame?' 'I can't quite make up my mind whether the person who spoiled it was the typewriter, the telegraph operator or the compositor.'

INDICATIONS point to a considerable exodus homewards of our fellow-residents, says the *P. & T. Times*, in the course of the next few weeks. Amongst those making preparations for departure the names of Dr and Mrs Frazer and family, Mr Bristow, Mr and Mrs and Miss Innogent, Comte du Chaylard, Mr and Mrs Kierulff, Mrs McLeish and family, and Mr Aglen, are mentioned, while there are still others projecting flight later on in the year.

THE *Straits Times*, on the 3rd inst., says:—24 boxes and 11 bags of counterfeit coin are offered for sale by the police. The sale is to be by auction on Monday; and a correspondent writes to ask whether the counterfeit coin is to go into circulation again. We would assume that that is not intended. Crediting the police with ordinary intelligence, it seems reasonable to suppose that it will be a condition of the auction that the buyer shall melt the coins, under due supervision.

UNDER the heading of 'Departmental News' the Seoul *Independent* says:

'The Minister of Education requested the different Departments to appoint graduates of the Confucian School to good positions in the Departments. The War Office replied that the Department does not need such men in the service as the Confucian knowledge is of very little use. Therefore, the Department regrets to say that it is impossible to appoint the recommended persons in the Department.'

CAPTAIN Kurroka, of the Japanese cruiser *Naniwa*, speaking at a dinner given by Admiral Tauboi on the conclusion of the recent manœuvres, said the manœuvres had been very satisfactory, and there had been no accidents. No enemy, he said, could stand against the squadron if managed with such skill as was displayed in the recent manœuvres. The British Navy, he understood, allowed 50,000 tons of coal a year for naval manœuvres; and the British always kept abreast of other countries in the strength of their navy. That policy did not change with each new Ministry, and he only wished that Japan would follow that example.—*Kobe Chronicle.*

AN exceedingly rich vein of coal has recently been discovered by the foreign engineering staff of the Kiangsu Mining Bureau, at a place called Tsinglungshan, or Dark Dragon Hill, not far from Nanking. This is reported to be the best of all the coal mines discovered and surveyed last year by the Bureau, which is under the Directorship of Hu Chia-chen, Salt Intendant of this province and the elder brother of H. E. Hu Yü-fen, Governor of Peking and Director-in-chief of the Peking-Tientsin Railway. Work on all the new mines will begin this year, and foreign machinery and pumps will be provided for them, so that regular supplies of anthracite can be sent to the *depôts* in Hankow, Chinkiang, and Shanghai by the spring of 1898.—*N.-C. Daily News.*

THE *Straits Times* of the 2nd inst. reported:—'Two of the Chinese passengers of the *Menelaus* took it into their heads, during the small hours of this morning, to cut capers on the wharf at Tanjong Pagar. They were handed over to the police; and, as it was thought a couple of hours rest might be beneficial, they were locked up. As soon as the men found themselves in the cell, they grew furious and turned out to be a couple of madmen. They were restored to their friends on board this morning. They are on their way to Hongkong.' On the following day, our contemporary said:—Under the heading 'Two Maniacs' there was a paragraph in our yesterday's issue about two Chinese passengers on the *Menelaus* bound for Hongkong, who fell to cutting capers on the wharf at Tanjong Pagar. The paragraph stated that after the Police had taken charge of them they were found to be madmen, but that they had been returned to their friends to go to Hongkong. This is not quite the case. The men are still in the hands of the Police, and inquiries are being made into their case. It is believed that they were under the influence of drug at the time of their detention, and this would account for their strange behaviour. They will not go on to Hongkong on the *Menelaus*.

THE RUSSO-JAPANESE CONVENTION.

Kobe, March 2.

In laying the Russo-Japanese Convention regarding Korea before the House of Representatives, as promised, Count Okuma gave a brief sketch of the series of events in Korea which had led to such an arrangement being negotiated between Japan and Russia. He began with the state of Korea at the beginning of the Meiji era, and bringing his review down to the time immediately after the war, he referred to the 'unhappy disturbances' which occurred at Seoul in October 1895 and again in February 1896,—by which it would seem that in Count Okuma's opinion the conspiracy which resulted in the murder of the Queen by Japanese *soshi* and the counter-revolution which led to the King taking up his residence in the Russian Legation are to be placed in the same category. However this may be, the direct result, as he pointed out, of what was generally viewed as a Russian *coup d'état* was that the relations between Japan and Russia in the matter of Korea became strained, and it was feared that serious complications might ensue. To avoid the possible consequences of the situation it was suggested by Japan that the two Powers should come to some agreement in Korean matters, by which their spheres of influence should be defined. With the object of carrying out such a policy Marquis Yamagata was sent to Moscow, ostensibly to attend the Tsar's coronation, but really with the object of conferring with the Russian Minister for Foreign Affairs on matters arising out of the recent war. There was a very general impression at the time in well-informed quarters that the Japanese Government was desirous of coming to an understanding with Russia on matters of far wider scope than those having reference to Korea; and this view is supported by the suggestion underlying many Japanese comments on the matter to the effect that Marquis Yamagata's mission failed in attaining its principal object. A Convention respecting Korea was negotiated, however, and it is this instrument which was laid before the Diet by Count Okuma. It runs as follows:—

Art I.—The Governments of Japan and Russia, with a view to relieving the financial difficulties of Korea, shall urge the Korean Government to retrench unnecessary expenditure, and keep a balance between the annual expenditure and receipts. Should necessity arise to float a foreign loan, in order to carry out indispensable reforms, the Governments of the two countries shall render mutual assistance.

Art. II.—The Governments of Japan and Russia shall leave in the hands of Korea the organisation and maintenance, within the country's financial resources, of an army and police composed of her own nationals, strong enough to preserve peace and order in Korea.

Art. III.—In order to facilitate communications with Korea, the Japanese Government shall have control over the telegraph lines now actually worked by the Japanese authorities, and the Russian Government shall reserve the right of constructing telegraph lines from Seoul to the Russian frontier. The Korean Government shall be entitled to purchase the whole of the said telegraph lines at any time the said Government shall find means to do so.

Art. IV.—When occasion arises calling for a more clear and detailed definition of the stipulations in the preceding Articles, or when any fresh question arises in future which requires a conference between the two Governments, the Representatives of the two Powers shall be accredited to negotiate in a spirit of friendship

Signed at Moscow, 9th June, 1896.

YAMAGATA.
LOBANOFF.

Previous to this Convention a Memorandum of a far more definite and detailed character had been signed at Seoul between Mr Waeber for Russia and Mr Komura for Japan. This, as laid before the Diet by Count Okuma, was as follows:—

The Representatives of Japan and Russia in Seoul, acting under instructions to a similar effect received from their respective Governments, have conferred together and agreed on the following stipulations:—

1.—Although the return of the King of Korea to the Royal Palace shall be left within his own discretion, the Representatives of the two countries shall advise his Majesty to return to his proper abode so soon as the times arrives when his Majesty can remove without danger to the safety of his person. The Representative of Japan hereby pledges himself that stringent measures shall be taken for the control of Japanese *soshi*.

2.—The members of the present Korean Ministry have been appointed to their offices in the King's personal discretion, and most of them are persons who have filled Ministerial offices during the past two years, and have obtained a reputation for liberal and moderate views. The Representatives of each contracting party shall always advise the King to appoint to office only persons of liberal and moderate views who shall treat the people in general with leniency.

3.—The Representative of Russia agrees with the Representative of Japan in the following points:—That in the present state of affairs in Korea, it is necessary that Japanese troops should be stationed at certain places for the protection of the telegraph lines between Seoul and Fusan; that the guards of the telegraph lines, composed of three companies of soldiers, shall be relieved as soon as possible by gendarmes, who shall be distributed as follows: 50 at Taikyu, 50 at Kako, 10 each at ten stations between Seoul and Fusan. This arrangement of their distribution may be changed, but the total force of the gendarmes to be sent to Korea shall not exceed 200, while it is understood that the gendarmes shall be gradually withdrawn from those places where order is restored by the Korean authorities.

4.—For the protection of the Japanese settlements at Seoul and the various open ports, against attacks by Koreans, two companies of soldiers may be stationed at Seoul, one company at Fusan, and one company at Gensan, provided the numerical strength of each company shall not exceed 200, and that such soldiers are stationed in close proximity to each settlement. When all cause for fear of attack by Koreans has been removed, the soldiers so stationed shall be immediately withdrawn. The Russian Government shall also be at liberty to station soldiers at the aforesaid places for the protection of its Legation and Consulates, provided the strength of the soldiers so stationed shall not exceed that of Japanese. The said Guards of the Legation and Consulates shall be immediately withdrawn on the restoration of order in the interior.

(Signed) KOMURA JUTARO.
WAEBER.

In commenting upon these two instruments Count Okuma said that it was well understood they were not to be taken as impugning the independence of Korea. As a sentiment this is excellent, though it is difficult to see how much actual independence is left to a country which has its internal affairs regulated by two outside Powers in this fashion. Both Convention and Memorandum, however, as we have previously pointed out, have to be looked at as attempts on the part of Japan to 'save face.' The Miura plot had the effect of forcing the King into the hands of Russia, whether or not his Majesty was inclined to this course, and Russia at one bound took the place which for eighteen months had been occupied by Japan. It was only then that this policy was adopted of attempting to share the control to which Russia had succeeded. Russia's consent, originally to the Memorandum and afterwards to the Convention, was easily obtained—first because her policy in the Far East is to avoid exciting suspicion by brilliant moves, secondly because no such arrangement as that proposed is likely to check her advance along the lines she has clearly been working all along. It must be borne in mind that Russia can obtain all she wants in Korea without any open attack upon Korean independence. A concession to bring the Trans-Siberian Railway down to Port Lazareff can be secured without setting up a Russian Viceroy at Seoul, and the announcement that Russia had received a concession to build a naval dockyard somewhere in the same neighbourhood would probably excite but languid interest among all other Powers save Japan. Even Count Okuma admits that the Korean army is being drilled by Russian officers, and he might have adduced a number of other instances of Russian supremacy in Korea. In what appears a somewhat sarcastic vein he professed to assume that Russia would be much pleased to find the friendship between Russia and Japan growing more cordial, because both Powers were engaged in promoting the civilisation of Korea and maintaining the peace of the Orient. All the while, as is well known, both Powers are engaged strengthening their military and naval forces, and preparing for what many regard as an inevitable struggle. One final remark may be made on Count Okuma's speech. If the Japanese Government is anxious to retain influence in Korea and to keep the peace of the Orient, why is it that the prohibition laid upon the Japanese who were deported at the time of the October disturbances, when the Queen was murdered, has now been removed, leaving the field again open to the irrepressible *shoshi*? The men who were then proved to have been guilty of the crime of stirring up civil war in a neighbouring State are now free, it seems, to return to Korea and resume their machinations, and for our part we cannot conceive how even the 'strong-foreign-policy' party, if it has the best interests of its country at heart, can approve of again letting these men loose upon the peninsular kingdom. Both Convention and Memorandum have removed some possible grounds of dissension between Russia and Japan, but, in view of the ambitions and policies of the parties thereto, we fear these instruments will scarcely do much towards preserving peace in the Far East.—*Kobe Chronicle.*

CHINA'S ANNUAL REVENUE.

The following figures in round numbers comprise the gross revenue of China for the year 1896, or, more strictly speaking, for the 22nd year of the reign of Kuang Hsü (14th February, 1896, to 1st February, 1897, inclusive), as presented in the annual report of the Board of Revenue to his Majesty, the Emperor, towards the close of the last Chinese year. The totals are given under various Heads of Revenue, and these annual reports are now regularly required by the Board of Revenue in accordance with the scheme of reform and retrenchment inaugurated not long ago by H.I.M. the Empress Dowager.

Total revenue derived from the Imperial Maritime Customs	Tls. 15,500,000
Total revenue derived from the land and grain taxes	10,800,000
Total revenue derived from the Salt Gabelle.....	12,200,000
Total revenue derived from ordinary taxes on home produce	2,600,000
Total revenue derived from likin.....	13,400,000
Total revenue derived from licences on tea, pawnshops and salt monopolists.....	3,500,000
Total revenue derived from duty on miscellaneous articles of consumption and use.....	15,300,000
	Tls. 73,300,000
Deduct cost of transport, leakage, and waste	550,000
Total gross revenue as reported .....Tls.	72,750,000

—*N.-C. Daily News.*

THE *Mercury* of the 5th inst. reports:—Vice Admiral Alexeieff arrived here this afternoon in the Russian cruiser *Otvajny*, which left on Wednesday for the Saddle Islands to await the arrival of the flagship *Rurik*, in which he was expected to arrive from Amoy. The gunboat *Zabiaka* arrived shortly after the *Otvajny*, having arrived from Amoy in company with the *Rurik*. The latter is now at the Saddles.

REV. Mr Softly—And what authority have you, Miss Squeer, that the good book sanctions football? Miss Squeer—Oh, you have heard, haven't you, about Moses having first attained notice when he was found in the 'rushes?'

Hongkong Tides.

The Tide table given below has been compiled by the Nautical Almanac Office in London from the results of the analysis of observations taken by means of an automatic tide recording machine in the Water Police Basin at Tsim Sha Tsui during the years 1887-9.

The zero of the table is Low Water Ordinary Spring Tides, which has been found to be 2 feet below mean sea level.

To obtain the depth of water on the tide gauge at the Victoria Naval Yard add 5 ft. 7 in., and on the gauge at Lamont Dock, Aberdeen, add 12 ft. 9 in. to the height given in the table.

14th to 17th March.

Day of Week.	Day of Month.	High Water. Hongkong Mean Time.	High Water. Height.	Low Water. Hongkong Mean Time.	Low Water. Height.
		h m	ft. in.	h m	ft. in.
Thur.	11	m 2 54	1 3	m 5 18	1 2
		1 16 a	4 0	10 40 a	0. 4
Fri.	12	No inferior high-water.		nor low-water.	
		2 20 a	4 0	11 55 a	0 1
Sat.	13	No inferior high-water.		nor low-water.	
		3 41 a	4 1		
Sun.	14	5 8 a	4 8	m 0 39	−0 5
		1 10	4 7	m 1 23	−0 10
Mon.	15	m 5 16	4 5	m 11 28	1 10
		6 9 a	4 5	m 1 07	−1 6
Tues.	16	m 6 27	2 1	0 54 a	1 4
		7 8 a	4 10	m 2 31	−1 1
Wed.	17	m 6 40	2 7	1 43 a	0 8
		8 1 a	5 0		

Hongkong Register.

	Previous day at 4 p.m.	On date at 10 a.m.	On date at 4 p.m.
Barometer ...	29.84	30.04	29.98
Temperature ...	76	72	68
Humidity ...	75	82	97
Direction of Wind ...	N	E	E
Force ...	1	2	0
Weather ...	c	c	cd
Rain ...	—	—	—

Highest open air temperature on the 9th.....76
Lowest open air temperature on the 9th.....68

F. G. Fino, *First Assistant.*

Hongkong Observatory, March 10, 1897.

Notices to Consignees.

NOTICE TO CONSIGNEES.

THE PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY'S STEAMER *ROSETTA*.

FROM BOMBAY, COLOMBO AND STRAITS.

CONSIGNEES of Cargo by the above-named Vessel are hereby informed that their Goods are being landed and placed *at their risk* in the HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY'S GODOWNS at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

This Vessel brings on Cargo:—

From LONDON, &c., ex s.s. *India* and *Parramatta*. From PERSIAN GULF, ex s.s. *Sabarmat*, *Assyria* and *Simla*.

Optional Goods will be landed here unless instructions are given to the contrary before 4 p.m. To-day.

Goods not cleared by the 14th Instant, at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All Damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no Claims will be recognised.

H. A. RITCHIE,
Superintendent.

Hongkong, March 8, 1897. 471

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP *TACOMA*, FROM TACOMA, VICTORIA, YOKOHAMA AND KOBE.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

DODWELL, CARLILL & Co.,
Agents.

Hongkong, March 4, 1897. 455

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's S.S. *Suisang* having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 p.m. of the 9th Instant, will be landed at Consignees' risk and expense into Godowns at East Point.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

JARDINE, MATHESON & Co.,
General Managers.

Hongkong, March 6, 1897. 462

NORDDEUTSCHER LLOYD.

NOTICE TO CONSIGNEES.

STEAMSHIP *SACHSEN*.

THE above-named Steamer having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY, LTD., Kowloon, whence delivery may be obtained.

OPTIONAL CARGO will go on to Shanghai unless notice to the contrary be given before To-morrow morning, at 10 o'clock.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 16th Inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on SATURDAY, the 13th Instant, at 3 p.m.

All Claims must reach us before the 16th Instant, or they will not be recognised.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

MELCHERS & Co.,
Agents.

Hongkong, March 9, 1897. 481

Intimations.

Mitsui Bussan Kaisha,
No. 8, Queen's Road, Central.

HEAD OFFICE:—TOKIO.
BRANCH OFFICE:—LONDON, NEW YORK, BOMBAY, SINGAPORE, SHANGHAI, TIENTSIN, NEWCHWANG and all Ports in JAPAN.
AGENCIES:—
MIIKE COAL MINES.
OHNOURA COAL MINES.
KANADA COAL MINES.
TOKIO MARINE INSURANCE CO., LTD.
MEIJI FIRE INSURANCE CO., LTD.
IMPERIAL GOVT. PAPER MILL, Japan.
COTTON CLEANING & WEG. CO., S'hai.
ONODA CEMENT COMPANY, Japan.
KANEGAFUCHI COTTON SP'ING MILL, "
MIIKE COTTON SP'ING MILL, LTD., "
TOKIO COTTON SPINNING MILL, "
HAYASHI CLOCK FACTORY, "
Hongkong, December 11, 1896. 1373

GRIMAULT'S SYRUP OF HYPO-PHOSPHITE of LIME

FOR DISEASES OF THE CHEST

All suffering from Catarrh, Consumption, Obstinate Coughs or Colds and those affected with diseases of the Chest, Lungs and Bronchial Tubes, should take

GRIMAULT'S SYRUP of HYPO-PHOSPHITE of LIME

Prescribed by the leading medical authorities in all countries for the last twenty-five years with the greatest success, it continues to retain its reputation where all other medecines have failed.

Grimault's Syrup immediately arrests the Cough, Spitting of blood and Nightsweats, and the Appetite improves rapidly—a fact soon demonstrated by an increase of weight and healthy appearance.

Grimault's Syrup has a rose colour, and is sold in flat oval bottles. Beware of Imitations.

GRIMAULT & Co., Paris. Sold by all Chemists

For Sale by A. S. WATSON & Co., Chemists.

Shipping.

Steamers.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY & TAMSUI.

The Co.'s Steamship *Formosa*, Captain ROBSON, will be despatched for the above Ports on TO-MORROW, the 11th Instant, at Daylight.

For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.,
General Managers.

Hongkong, March 10, 1897. 478

CHINA NAVIGATION COMPANY, LIMITED.

FOR SAMARANG AND SOURABAYA.

The Co.'s Steamship *Shantung*, Capt. FRAMPTON, will be despatched as above on THURSDAY, the 11th Instant, at 3 p.m.

For Freight [illegible] to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, March 9, 1897. 404

NIPPON YUSEN KAISHA.

TRANS-PACIFIC LINE.

MONTHLY SERVICE.

FOR SEATTLE, WASHINGTON, *VIA* MOJI, KOBE AND YOKOHAMA.

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the UNITED STATES, CANADA, and EUROPE, in connection with the Great Northern Railway and Atlantic Steamers.

The Co.'s Steamship *Tenshin Maru*, Capt. F. J. BROWN, will be despatched as above on THURSDAY, the 11th Instant, at 4 p.m., instead of as previously advertised.

Consular Invoices of Goods for United States Points should be in Quadruplicate, and one Copy must be mailed by the Steamer to the care of the Freight Agent, Great Northern Railway, Seattle, Wash.

For Freight or Passage, apply to
NIPPON YUSEN KAISHA.

Hongkong, March 9, 1897. 410

NIPPON YUSEN KAISHA.

HONGKONG-VLADIVOSTOCK LINE.

FOR VLADIVOSTOCK, *VIA* SHANGHAI, CHEFOO, CHEMULPO, NAGASAKI, FUSAN AND JENSAN.

The Co.'s Steamship *Sendai Maru*, Captain C. OLSEN, will be despatched as above on FRIDAY, the 12th Instant, at 4 p.m.

For Freight or Passage, apply to
NIPPON YUSEN KAISHA.

Hongkong, March 4, 1897. 451

CHINA NAVIGATION COMPANY, LIMITED.

FOR YOKOHAMA AND KOBE.

The Co.'s Steamship *Tsinan*, Captain RAMSAY, will be despatched as above on TUESDAY, the 16th Instant.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, March 4, 1897. 453

FOR NEW YORK *VIA* SUEZ CANAL.

The Steamship *Strathleven* will be despatched for the above Ports on MONDAY, the 15th Instant, instead of as previously advertised.

S. S. *Macduff*, to sail about 22nd March, 1897.

For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents.

Hongkong, March 4, 1897. 423

'RICKMERS' REGULAR LINE OF STEAMERS.

FOR BREMEN AND HAMBURG.

The Co.'s Steamship *Helene Rickmers*, Captain REBBELLMUND, will be despatched as above on THURSDAY, the 18th March.

For Passage, apply to
ARNHOLD, KARBERG & Co.,
Agents.

Hongkong, February 27, 1897. 412

THE OREGON RAILWAY AND NAVIGATION COMPANY'S PACIFIC STEAMSHIP LINE.

CHINA AND JAPAN.

PROPOSED SAILINGS FROM HONGKONG, 1897.
(SUBJECT TO ALTERATION.)

Chittagong.....	Saturday...	20th March.

TAKING PASSENGERS AND CARGO FOR UNITED STATES AND CANADA AT THROUGH RATES.

The Steamship *Chittagong*, will be despatched hence for VICTORIA, B.C., and PORTLAND, OREGON, via KOBE and YOKOHAMA, on SATURDAY, the 20th Instant.

Consular Invoice of Goods for United States Points should be in QUADRUPLICATE, and one Copy must be sent forward by the Steamer to the care of the GENERAL FREIGHT AGENT, Oregon Railway and Navigation Co., Portland, Oregon.

For further information as to Passage and Freight, apply to
SHEWAN, TOMES & Co.,
Agents.

Hongkong, March 4, 1897. 450

FOR NEW YORK *VIA* SUEZ CANAL.

The British Steamship *Breconshire*, Captain PEBBLES, will be despatched for the above Port on or about the 3rd April.

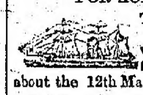
For Freight, apply to
SHEWAN, TOMES & Co.

Hongkong, March 5, 1897. 457

Shipping.

Steamers.

FOR KOBE (DIRECT).

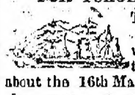


The Steamship *Kioto Maru* will be despatched for the above Port on or about the 12th March.

For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents.

Hongkong, March 3, 1897. 446

FOR YOKOHAMA (DIRECT).



The Steamship *Taiwan Maru* will be despatched for the above Port on or about the 16th March.

For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents.

Hongkong, March 3, 1897. 447

NIPPON YUSEN KAISHA.

JAPAN-AUSTRALIAN LINE.

MONTHLY SERVICE.

(Under Mail Contract).

FOR THURSDAY ISLAND, TOWNSVILLE, BRISBANE, SYDNEY AND MELBOURNE.

The Co.'s Steamship *Tokio Maru*, Capt. E. S. BARSTOW, will be despatched as above on FRIDAY, the 26th March, at 4 p.m.

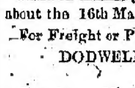
This Steamer possesses Superior Passenger Accommodation and carries a duly-qualified Doctor and a European Stewardess.

For Freight or Passage, apply to
NIPPON YUSEN KAISHA.

Hongkong, February 23, 1897. 361

Sailing Vessels.

FOR SAN FRANCISCO.

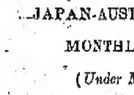


The 100 *A.1.* British ship *Falls of Dee*, Lock, Master, shortly expected, will load here for the above Port and will have quick despatch.

For Freight, apply to
SHEWAN, TOMES & Co.

Hongkong, February 4, 1897. 243

FOR SAN FRANCISCO.



The American Barque *Coloma*, Noyes, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to
SHEWAN, TOMES & Co.

Hongkong, February 10, 1897. 294

Mails.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship *ROHILLA*, Captain F. J. COLE, carrying Her Majesty's Mails, will be despatched from this for BOMBAY, TO-MORROW, the 11th March, at Noon, taking Passengers and Cargo for the above Ports.

(This Steamer also connects at Bombay with the Steamship *INDIA*, leaving that Port on the 3rd APRIL, for LONDON).

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay.

Parcels will be received at this Office until 4 p.m. on the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to
H. A. RITCHIE,
Superintendent.

P. & O. S. N. Co.'s Office,
Hongkong, March 10, 1897. 308

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERRY, MADRAS, CALCUTTA, DJIBOUTI, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE AND BORDEAUX;

ALSO

PORTS OF BRAZIL & RIVER PLATE.

ON WEDNESDAY, the 17th Instant, at Noon, the Company's Steamship *OCEANIEN*, Captain SCHMITZ, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for MARSEILLES via Ports of Call, without Transhipment.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon.

Cargo will be received on board until 4 p.m., Specie and Parcels until 5 p.m. on the 16th Instant. (Parcels are not to be sent on board; they must be left at the Agency's Office).

Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX,
Agent.

Hongkong, March 2, 1897. 445

Mails.

Occidental & Oriental Steam Ship Company.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, *VIA* THE OVERLAND RAILWAYS, AND ATLANTIC & OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Gaelic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and H'lulu)	SATURDAY, March 13, at noon.
Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and H'lulu)	THURSDAY, April 1, at noon.
Belgic (via Shanghai, Nagasaki, Kobe, Inland Sea and Yokohama)	THURSDAY, April 22, at noon.

THE Steamship *GAELIC* will be despatched for SAN FRANCISCO, *viâ* SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 13th March, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU, and passengers are allowed to break their journey at any point *en route*.

Through Passengers Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates and particulars of the various routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (*or vice versa*) within one year, will be allowed a discount of 10 per cent. *This allowance does not apply to through fares from China and Japan to Europe.*

All Parcel Packages should be marked to address in full; and same will be received at the Company's Office until 5 p.m. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN,
Agent.

Hongkong, February 24 1897. 389

U. S. Mail Line.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

City of Peking (via Shanghai, N'saki, Kobe, Inland Sea and Yokohama)	TUESDAY, March 23, at noon.
China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	TUESDAY, April 13, at noon.
Peru (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & H'nlulu)	SATURDAY, May 1, at noon.

THE U.S. Mail S. S. *CITY OF PEKING* will be despatched for SAN FRANCISCO, *viâ* SHANGHAI, NAGASAKI, KOBE, INLAND SEA and YOKOHAMA, on TUESDAY, the 23rd March, at Noon, taking Passengers and Freight for Japan the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point *en route*.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders FOR OVERLAND CITIES in the United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and other direct connecting Railways, and from Chicago to destination, the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the office until 5 p.m., same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States, should be sent to the Company's Offices in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN,
Agent.

Hongkong, March 2, 1897. 438

Mails.

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN & HAMBURG, PORTS IN THE LEVANT, BLACK SEA & BALTIC PORTS;

ALSO,

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON & SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

Sachsen.....	Tuesday...	March 30.
Bayern.....	Tuesday...	April 27.
Prinz Heinrich	Tuesday...	May 25.

ON TUESDAY, the 30th day of March, 1897, at 2 a.m., the Company's s.s. *SACHSEN*, Captain SUMMER, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this port as above, *calling at* NAPLES and GENOA.

Shipping Orders will be granted till Noon, on SATURDAY, the 27th March, Cargo and Specie will be received on board until 5 p.m., on MONDAY, the 29th March; and Parcels will be received (at the Agency's Office) until Noon, on MONDAY, the 29th March. Contents of Packages are required. No Parcel Receipts will be signed for less than $2.50, and Parcels should not exceed Two Feet Cubic in measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardess.

Linen can be washed on board.

For further Particulars, apply to
MELCHERS & Co.,
Agents.

Hongkong, March 5, 1897. 458

Intimations.

A TERRIBLE COUGH.
A TERRIBLE COUGH.
A TERRIBLE COUGH.

"94, Commercial Road, Peckham, July 12.
"Dear Sir,—I am at a loss to find words to express my feelings, but I should like to thank you. Your lozenges have done wonders in relieving my terrible cough. Since I had the operation of 'Tracheotomy' (the same as the late Emperor of Germany, and unlike him, thank God, I am still alive) performed at St. Bartholomew's Hospital, no one could possibly have had a more violent cough; it was so bad at times that it quite exhausted me. The mucous, which was very copious and tenacious, I can't stand, and have been able to get rid of it without difficulty.—I am, sir, yours truly, J. HILL."

A DOCTOR'S TESTIMONY.
A DOCTOR'S TESTIMONY.
A DOCTOR'S TESTIMONY.

"South Park, Cardiff, South Wales, Sept. 29, 1893.
"I have, indeed, great pleasure in adding my testimony to your excellent preparation of Cough Lozenges, and I have prescribed it now for the last eight years in my hospitals and private practice, and found it of great benefit. I often suffer from Chronic Bronchitis; your Lozenge is the only remedy which gives me immediate ease. Therefore I certainly and most strongly recommend your Lozenges to the public who may suffer from Catarrh, Bronchitis, Winter Cough, or any kind of Pulmonary Irritation.—Yours truly,
"A. GABRIEL, M.D., L.R.C.P. and L.M. Edinburgh.
L.R.C.S. and L.M. Edinburgh.

USE KEATING'S LOZENGES.
USE KEATING'S LOZENGES.
USE KEATING'S LOZENGES.

"IT IS 75 YEARS AGO" since KEATING'S COUGH LOZENGES were first made, and the sale is larger than ever, because they are unrivalled in the relief and cure of Winter Cough, Asthma, and Bronchitis; one alone gives relief.

UTTERLY UNRIVALLED.
UTTERLY UNRIVALLED.
UTTERLY UNRIVALLED.

Keating's Cough Lozenges, the unrivalled remedy for COUGHS, HOARSENESS, and THROAT TROUBLES are sold in Boxes by all Chemists.

CHAS. J. GAUPP & Co.,
Chronometer, Watch & Clock Makers, Jewellers, Gold & Silversmiths.
NAUTICAL, SCIENTIFIC AND METEOROLOGICAL INSTRUMENTS.
VOIGTLANDER'S CELEBRATED BINOCULARS AND TELESCOPES.
RITCHIE'S LIQUID AND OTHER COMPASSES.
ADMIRALTY & IMRAY CHARTS, NAUTICAL BOOKS.
English SILVER & ELECTRO-PLATED WARE.
Christofle & Co.'s ELECTRO-PLATED WARE.
GOLD & SILVER JEWELLERY
in great variety.
DIAMONDS
AND
DIAMOND JEWELLERY,
A Splendid Collection of the Latest LONDON PATTERNS, *at very moderate prices.* 724

To Let.

TO LET.

HOUSE in BELILIOS TERRACE.
GODOWN in DUDDELL STREET.
Apply to
BELILIOS & Co.

Hongkong, March 9, 1897. 480

TO LET.

THE SPACIOUS GODOWN, YARD and DWELLING of the Hongkong Steam Laundry Co., Ld., Situate at Bowrington.

Apply to
A. OD. GOURDIN,
Secretary.

Hongkong, March 2, 1897. 438

TO LET.

NOS. 2 and 3, STEWART TERRACE (THE PEAK).

Apply to
J. W. NOBLE.

Hongkong, August 28, 1896. 1742

TO LET.

From 1st April, 1897.

NO. 9, QUEEN'S GARDENS.
Apply to
G. C. ANDERSON,
13 *Praya Central.*

Hongkong, February 26, 1897. 396

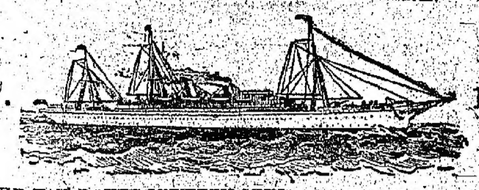
TO LET.

DWELLING HOUSES—
HOUSES in RIPON TERRACE.
'HARFORD,' at MAGAZINE GAP.
'THE KENNELS,' at MAGAZINE GAP.
GODOWNS in BLUE BUILDINGS.
FLOORS in BLUE BUILDINGS.
Apply to
THE HONGKONG LAND INVESTMENT & AGENCY Co., LTD.

Hongkong, February 10, 1897. 2185

Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

1897.  1897.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, *VIA* CANADA AND THE UNITED STATES.
(Calling at SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)
SAFETY—SPEED—PUNCTUALITY.
Twin Screw Steamships—6,000 Tons—10,000 Horse power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF JAPAN...Comdr. H. PYBUS, R.N.R.....WEDNESDAY, 17th Mar./97.
EMPRESS OF CHINA...Comdr. R. ARCHIBALD, R.N.R...WEDNESDAY, 7th April/97.
EMPRESS OF INDIA....Comdr. O. P. MARSHALL, R.N.R.. WEDNESDAY, 28th April/97

THE magnificent Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, making close connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD.

Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

CIRCULAR PACIFIC TOUR TICKETS Hongkong to Vancouver, Vancouver to Sydney Australia via Honolulu, and Sydney to Hongkong via Brisbane and Torres Strait, Good for 9 months £100.

The attractive features of this Company's route, embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, etc., apply to

D. E. BROWN, *General Agent,*
PEDDER STREET.

Hongkong, February 17, 1897. 343

Intimations.

THE CHINA & JAPAN TELEPHONE COMPANY, LIMITED.

HONGKONG EXCHANGE.

OPEN DAY AND NIGHT.

LIST OF EXCHANGE SUBSCRIBERS.

No.
A
129.—Aberdeen, Paper Mills Office.
130.—Aberdeen, Paper Mills.
40.—Anderson, Capt., East Point.
24.—Anderson, Capt., Praya Central.
8.—Arnhold, Karberg & Co.
B
158.—Beck, J. M., Residence.
143.—Bell Asbestos Co.
172.—Benjamin S. S., Residence.
148.—Benjamin, Kelly & Potts.
70.—Baumann C., Residence.
66.—Blackhead & Co.
65.—Blackhead, F., Residence.
96.—Bradley & Co.
154.—Brick Co., Deep Water Bay.
122.—Burnie, & Goddard Capts.
39.—Butterfield & Swire, Peak Residence.
36A.— Do. do. Quarry Bay.
18.— Do. do. Shipping Office.
38.— Do. do. Sugar Office.
C
75.—Caldbeck, Macgregor & Co.
42.—Canadian Pacific Railway Co.
126.—Canton Insurance Co.
133.—Carlowitz & Co.
111.—Carmichael & Co.
134.—Carmichael H. F., Residence.
152.—Chai On Insurance Co.
128.—Chan Choy, Residence.
22.—China Mail Office.
72.—China Sugar Refinery, East Point.
71.— Do. do. Town Office.
160.—Chow Fung Shang, Residence.
CLUBS.
149.—Club Germania.
11.—Club, Hongkong.
116.—Do. Lusitano.
10.—Do. Peak.
168.—Colonial Secretary.
153.—Com. Union Assurance Co.
87.—Comprador, D. Lapraik & Co., Office.
88.— Do. do., Residence.
78.—Cousins, J. B., Office.
D
12.—Daily Press Office.
85.—Dairy Farm Office.
67.—Dairy Farm, Pok-foo-lum.
121.—Danby, W.
73.—David, A. J., Residence.
60.—David & Co.
123.—Detective Dept., (Chinese).
25.—Dock, Aberdeen.
20.—Dock Co.
DOCTORS.
80.—Dr. Atkinson Residence.
105.—Dr. Clark, Residence.
2.—Drs. Hartigan, Stedman and Rennie.
23.—Dr. Jordan, Office.
43.— Do. Residence.
159.—Dr. Paulun Office.
127.—Dr. Paulun, Residence.
35.—Dr. Rennie.
55.—Dr. Stedman, Residence.
162.—Dr. Thomson, Office.
163.— Do. Residence.
41.—Dodwell, Carlill & Co.
17.—Douglas Lapraik & Co.
E
136.—Edye, Surg.-Capt., Residence.
58.—Electric Co.
58A.—Electric Co., Residence.
F
142.—Fenwick, Geo. & Co.
74.—Fletcher & Co.
G
135.—Gaude, Price & Co.
132.—Garrels, J. H., Residence.
48.—Gas Co., East Point.
47.— Do. West Point.
150.—Gaupp & Co.
31.—Gibb, Livingston & Co.
44.—Government House.
H
156.—Hall, F. W., Residence.
171.—Hancock A., Residence.
50.—Harbour Master.
99.—Harling, Eschmann & Mentzell.
86.—Harling, G., Residence.
35A.—Harrison, W. Stuart, Residence.
95.—Haskell, D., Residence.
92.—Hermann, C., Residence.
113.—Him Kee & Co.
27.—Holliday, Wise & Co.
101.—H. O. & M. S. Co., Office.
102.—H. O. & M. S. Co., Wharf.
126.—Hongkong Fire Insurance Co.
9.—H. & S. Bank.
84.—H. & S. Bank, Mess.
1.—'Hongkong Telegraph' Office.
HOSPITALS.
26.—Hospital, Alice Memorial.
80.— Do. Government Civil.
115.—Hospital, Nethersole.
3.— Do. Peak.
110.—Hospital, Naval.
176.— Do. Tung Wah.

HOTELS.
32.—Hotel, Hongkong.
35.— Do. Mount Austin.
56.— Do. New Victoria.
29.— Do. Peak.
170.—Hotel, Windsor.
82.—Ho Tung, Praya West.
77.— Do. Praya Central.
59.— Do. Residence.
97.—Humphreys, J. D., Residence.
68.—Humphreys, J. D., & Son.
K
108.—Kaw Hong Take.
64A.—Kennedy, J., Causeway Bay.
64.— Do. do. Horse Repository.
107.—Kin Fat Hong.
141.—Kinghorn, J. W., Office.
120.—Kirch & Co.
151.—Kruse & Co.
L
91.—Lamke & Roggie.
97.—Lane, Crawford & Co.
117.—Land Investment Co.
80D.—Layton, B., Office.
96.— Do. Residence.
17.—Leigh and Orange.
M
106.—Man Chuan Yuen.
98.—Man On Insurance Co.
118.—Marty, A. R.
112.—Melchers & Co.
131.—Meyer & Co.
114.—Meyer & Co., Godown.
124.—Meyer & Co., North Point.
157.—Michaelson, St. C., Residence.
165.—Mitsui Bussan Kaisha.
N
125.—Nam Tai Insurance Co.
5.—Nam Wo & Co.
146.—National Bank.
109.—Naval Yard.
O
119.—Opium Factory.
46.—Opium Farm.
174.—Osborne E., Residence.
P
175.—Palmer and Turner.
19.—P. & O. S. N. Co.
69.—P. & O. Mess, Peak.
147.—Playfair, G. W. F., Residence.
15.—Police Station, Central.
R
34.—Ray, E. C., Residence.
51.—Ray and Davies.
103.—R. E. Guard Room.
104.—R. E. Mess.
140.—Reuter, Brockelmann & Co.
75.—Richardson R. L. Residence.
19A.—Ritchie, H. A.
30—Ritchie, H. A., Residence.
45.—Rope Factory.
169.—Ross A., Residence.
S
13.—Sachse, P., Residence.
52.—Sailors' Home.
4.—Sanitarium, Pok-foo-lum.
94.—Sassoon, M. S. & Co.
49.—Shewan, Tomes & Co.
81.—Siemssen & Co.
173.—Smith, A. Findlay.
100.—Shott H., Residence.
139.—Soap Factory, Shaukiwan.
100;—Sperry Flour Co.
61.—Stevens, G. R., Office.
62.— Do. do. Residence.
153.—Straits Insurance Co.
53.—Sui Kat Bank.
T
14.—Telegraph Companies.
28.—Tomes C. A., Residence.
137.—Tong Lee Chan, Office.
138.—Tong Lee Chan, Shaukiwan.
54.—Tram Station, Peak.
93.—Tung Kee & Co.
W
16.—Watson A. S., & Co.
6.—Wharf & Godown Co., Head Office.
7.—Wharf & Godown Co., Kowloon.
21.—Wharf & Godown Co., Wanchai.
33.—Wharf & Godown Co., West Point.
87.—Wickham, W. H., Residence.
166.—Wieler & Co.
144.—Wing Kee & Co., Office.
145.— Do., Godown.
83.—Wo Kee & Co.
Y
161.—Yan Woo Co.
38.—Yuen Fat Hong.
79.—Yeun Lam Kee.

PRIVATE TELEPHONE LINES.
'Hongkong Telegraph.'
Jardine, Matheson & Co., East Point.
Kowloon Docks.
Lane, Crawford & Co.
Laurs, Wegener & Co.
Meyer & Co.
North China Insurance Co.
Tramway Company.

In case of FIRE ring up No. 18.
NOTE ADDRESS—13, *Praya Central.*
For full particulars, &c., &c.
Apply to
W. STUART HARRISON,
Manager.

Hongkong, January, 1897. 108

HONGKONG MARKET PRICES.

Corrected to Saturday, March 5, 1897
At 1020 Cash per Dollar Mexican.

		Price. Highest. Cash.	Price. Lowest. Cash.	Chinese Names
Butcher Meat.				肉食
Bacon, English,	lb.	—	—	來路烟猪肉
" Amo. Sugar cured	"	340	—	花旗咸猪肉
" Foochow,	"	260	—	福州咸猪肉
" Japan, cured	"	240	—	日本烟猪肉
Beef sirlein & prime cut,	catty	140	—	尾龍扒
" Corned,	catty	140	—	鹹牛肉
" Roast,	"	130	—	燒牛肉
" Soup,	"	100	—	湯肉
" Steak,	"	120	—	牛肉絆
Bullock's Brains,	per set	60	50	牛腦
" Tongue fresh,	each	250	—	牛脷
" " corned	"	310	—	鹹牛利
" Head,	"	500	—	牛頭
" Heart,	"	150	—	牛心
" Hump, Salt	catty	140	—	牛肩
" Feet,	each	60	50	牛脚
" Kidneys,	"	50	—	牛腰
" Tail,	"	100	—	牛尾
" Liver,	catty	70	—	牛肝
" Tripe (undressed)	catty	60	50	牛肚
Calves Head and Feet,	set	500	—	花旗火腿
Hams, American,	lb.	340	—	金華火腿
" Chinese,	"	—	—	來路火腿
" English, New,	"	420	—	日本火腿
" Japan cured,	"	280	—	上海火腿
" Shanghai,	"	220	—	羊脾骨
Mutton Chop,	"	150	—	羊眺
" Leg,	"	150	—	羊手
" Shoulder,	"	120	—	猪髓
Pigs' Chitlings,	catty	70	60	猪脚
" Feet,	"	110	—	猪舞
" Fry,	"	160	—	猪腰
" Head,	each	500	450	猪心
" Heart,	"	50	40	猪腰
" Kidneys,	pair	—	—	猪肝
" Liver,	lb.	160	—	猪脚骨
Pork, Chop,	catty	180	—	鹹猪肉
" Corned,	"	—	—	猪眺
" Leg,	"	190	—	猪油
" Fat or Lard,	"	140	—	羊頭脚
Sheeps' Head and Feet,	set	350	—	羊心
" Heart,	each	50	40	羊腰
" Kidneys,	"	70	—	羊肝
" Liver,	lb.	150	140	雞仔
Sucking Pigs,	each	$1.75	$1.25	生牛油
Suet, Beef,	lb.	110	—	生羊油
" Mutton,	"	100	—	牛仔肉
Veal,	catty	130	—	
Poultry.				生日
Chicken,	catty	190	—	雞仔
Capons,	"	210	—	[illegible]
Ducks,	"	160	—	鴨
Doves,	each	—	—	鴿
Eggs, Hen	doz.	120	—	雞蛋
" Duck	"	110	—	鴨蛋
Fowls,	catty	170	—	雞
Geese,	"	160	—	鵝
Hares,	each	600	—	兎仔
Musk Deer,	"	$3.00	—	麝香
Partridges,	"	450	—	鷓鴣
Pigeons,	"	220	—	白鴿
Pheasant,	brace	$1.30	—	上海山鷄
Rice Birds,	doz.	—	—	禾花雀
Quail,	each	140	—	鶉
Snipe,	"	170	—	沙鷄
Turkeys, Cock,	catty	800	—	火鷄公
" Hen,	"	400	—	火鷄母
Teal,	each	40	—	水鴨
Wild Ducks,	pair	$1.50	—	上海水鴨
Fish.				海鮮
Barbel,	catty	160	—	鯉魚
Bream,	"	80	—	鯛魚
Bombay Ducks,	100 pieces	140	—	孟咪魚
C'ton Fresh Water Fish,	catty	—	—	淡水魚
Carp,	"	30	—	鯉魚
Catfish,	"	—	—	赤魚
Codfish, Salt,	"	60	—	鹹魚
Crabs,	"	160	—	蟹
Cuttle Fish,	"	80	—	魷魚
Dab,	"	60	—	比目魚
Dace,	"	90	—	黃尖
Dog Fish,	"	—	—	鯊倒沙
Eels, Congor,	"	—	—	海鰻
" Fresh water,	"	200	—	淡水鰻
Eels, Yellow,	"	180	—	黃鰻
File Fish,	"	—	—	剝皮洋
Frogs,	"	180	—	田鷄
Fresh Fish,	"	80	—	鮮魚
Garoupa,	"	230	—	石斑
Gudgeon,	"	90	—	白蛤魚
Gurnard,	"	80	—	紅角
Herrings,	"	120	—	鯡白
" smoked	box	—	—	鯡黃
Halibut,	catty	100	—	鰈
Labrus,	"	120	—	鯻花魚
Loach,	"	160	—	鳥魚
Lobsters,	"	110	—	龍蝦
Mackerel,	"	—	—	鯖魚
Monk Fish,	"	—	—	老虎
Mullet,	"	110	—	鯔魚
Oysters,	"	170	—	牡蠣
Perrolfish,	"	100	—	[illegible]
Perch,	catty	70	—	[illegible]
Pike,	"	300	—	花斑魚
Plaice,	"	300	—	鮃魚
Pomfret, White	"	220	—	白鯧
Pomfret, Black	"	120	—	烏鯧
Prawns,	"	270	—	蝦
Ray,	"	50	—	琵琶沙
Rock Fish,	"	70	—	石狗公
Roach,	"	—	—	鯊魚
Salmon, (Canton),	"	240	—	馬友魚
Shark,	"	50	—	鯊魚
Salt Fish,	"	100	—	鹹魚
Skate,	"	50	—	鱙魚
Shrimps,	"	150	—	蝦
Snapper,	"	160	—	立魚
Soles,	"	160	—	龍沙魚
Tench,	"	—	—	鯽魚
Turbot,	"	130	—	左口魚
Turtles, small, fresh water,	"	200	—	龜魚
Whiting,	catty	—	—	長魚
White Bait,	"	90	—	銀魚仔
Fruits.				菓子
Apples, (California),	catty	360	—	金山平菓
" (Tientsin),	"	—	—	天津平菓
" (Japan),	"	—	—	日本平菓
Bananas, fragrant,	"	30	—	香蕉
" (brides),	"	—	—	山香蕉
Chestnuts, Chinese,	"	100	—	風栗
Carambola,	"	100	—	楊桃
Cocoanuts,	each	60	—	椰子
Ground Nuts,	catty	90	—	花生
Grapes,	"	170	—	鮮提子
Lemons, China,	"	60	—	檸檬
" Peel,	"	—	—	橘餅
Lichees, Dried,	"	260	—	荔枝乾
" Fresh,	"	—	—	荔枝
Limes,	"	—	—	檸檬
Mango, (Saigon),	each	—	—	南芒菓
" (Manila),	"	—	—	呂宋芒
Mangosteen,	dozen	—	—	山竹子
Oranges, Sweet,	catty	40	—	新會甜橙
" Green,	"	40	—	青橙
" Red,	"	90	—	紅桔
Olives,	"	80	—	白欖
Pine-apples,	each	50	—	本地菠蘿
Pears,	catty	—	—	沙梨
" (Tientsin),	"	120	—	天津雪梨
Pumelo,	each	90	—	蒲柚
" (Siam),	catty	100	—	暹羅柚
Peach, (Sweet),	"	—	—	桃
Raisins, Muscatel,	"	—	—	葡萄
" Pudding,	"	—	—	葡萄
Water Chestnuts, com.	"	40	—	馬蹄
" Mandarin,	"	50	—	荸薺
Walnuts,	"	130	—	合桃
Vegetables, &c.				菜蔬
Artichokes, Shanghai,	catty	50	—	上海丫笛
Beans, (French),	"	120	—	佛國豆角
" Long,	"	—	—	豆角
Beet Root,	each	20	—	紅菜頭
Brinjals, Green,	catty	40	—	青茄
" Red,	"	30	—	紅茄
Brassica,	"	30	—	白菜
Bamboo Shoots,	"	110	—	竹筍
Cabbage, Chinese com.	"	20	—	白菜
Cabbage, Shanghai,	each	60	—	椰菜
Cauliflower,	"	150	120	椰菜花
Carrots,	catty	30	—	金針
Celery, Chinese,	"	40	—	芹菜
" English,	"	60	—	芹菜
Chillies Dried,	"	160	—	辣椒乾
" Red,	"	190	—	紅花椒
Curry Stuff, English,	"	40	—	咖喱材料
Cucumbers,	"	—	—	青瓜
Bitter Squash,	"	—	—	苦瓜
Garlic,	"	50	—	蒜頭
Ginger, young,	"	50	—	嫩薑
Horse Radish, S'hai,	"	120	—	辣根
Indian Corn,	"	—	—	粟米
Lettuce, (English),	each	10	—	生菜
Mushrooms, Fresh,	catty	—	—	生菌
Onions, Bombay,	"	70	—	洋葱頭
" Green,	"	30	—	洋葱
" Shanghai,	"	—	—	上海葱
" Japan,	"	—	—	日本葱
Okroes,	"	140	—	毛茛
Parsley, English,	bundle	10	—	芹菜仔
Potatoes, Sweet,	catty	20	—	蕃薯仔
" Shanghai,	"	—	—	上海蕃薯仔
" Japan,	"	20	—	日本蕃薯仔
" American,	"	7	—	花旗蕃薯仔
" Foochow,	"	30	—	福州蕃薯仔
" Macao,	"	30	—	澳門蕃薯仔
Pumpkin,	"	20	—	番瓜
Purcline,	"	7	—	猪仔菜
Papaw,	"	25	20	不瓜
Radish,	dozen	20	—	紅蘿蔔仔
Rice, best quality,	per picul,	$4.50		上白米
" Common	"	$4.10		中白米
Shalots,	catty	35	—	乾葱
Spinage, (Chinese)	"	7	—	菠菜
Spinach,	"	10	—	菠菜
Snake Gourd,	"	10	—	蛇瓜
Tomatoes,	"	15	—	蕃茄
Taro,	"	20	15	芋頭
Turnips, Punti, (Long),	each	10	—	白蘿蔔
Vegetable Marrow,	catty	—	—	白瓜
" " (Long),	"	—	—	黃瓜
Water Cresses,	"	50	—	西洋菜

WM. MACDONALD,
Assistant Inspector of Markets.

THE FAR EASTERN QUESTION.

IV.—LI HUNG'S MISSION AND ITS SEQUEL.

Peking, Nov. 7, 1896.

(Continued.)

But such vast undertakings as those of which the Chinese are now talking so glibly—for instance, the great trunk line right across China from Peking to Han-kau on the Yang-tsze and from Han-kau to Canton—cannot be carried out by mere financial makeshifts. The expediency of starting at once upon such a trunk line is more than doubtful, as it passes through, at least in its northern portion, comparatively poor and unpromising regions. It may be useful to begin by mapping out, as far as the ultimate requirements of the country can be estimated, a comprehensive scheme of railways for future execution, and of such a scheme a line from Peking to Han-kau and Canton must doubtless form part. But the commonest prudence would suggest commencing actual operations on a less ambitious scale. There are plenty of short lines which are much more urgently needed and which on a far smaller outlay would show much better and speedier results than a railway from Peking to Canton. No accurate survey even has yet been made, but the cost of construction has been roughly estimated at 40,000,000 taels (say £6,750,000) for the northern section between Peking and Han-kau, and the southern section is expected to cost even more. An Imperial Edict, however, has been issued authorizing the construction of the northern section. Sheng Taotai, promoted for the occasion to a higher rank, which gives him the right of personal audience with the Emperor, has been ordered to find the ways and means, and so the problem is looked upon as already solved. Even the 'outer barbarian' is admitted to the privilege of sharing in this great work, for Sheng Taotai has been empowered to raise half the capital abroad, on condition, however, that the management and control remain vested exclusively in the hands of the Chinese. Here lies the rub. Sums like these are beyond the ordinary financial resources of China in her present condition. She could doubtless obtain the money abroad if she were prepared to give the necessary guarantees that it would be honestly and usefully employed. But these are precisely the guarantees that, so long as she lives in her present fool's paradise under the guidance of such men as Sheng Taotai, she cannot and will not give; and so long as she cannot or will not give them it must be apprehended that foreign capital will not avail itself very largely of the privilege to which it has been so graciously admitted. Sheng himself is apparently beginning to realize this difficulty; but he is a man of fertile resource, and he still hopes, it seems, to induce some foreign contractors to finance his schemes by offering them the construction and equipment of the line on terms which would in a great measure cover the risks as far as they are concerned, and at the same time disguise from hostile criticism at home the onerous nature of the operation. If this combination fails, Sheng Taotai is nevertheless prepared, it is believed, to go ahead with the 10,000,000 taels which the Imperial Government has undertaken to contribute and another 10,000,000 taels which he claims to be in a position to raise amongst his own fellow-countrymen. From the point of view of a Chinese official 20,000,000 or even 10,000,000 taels is, at any rate, a sum worth spending. If the railway cannot be carried very far with it, it may be carried far enough to benefit very largely those immediately concerned; and, when the money is once spent, the Imperial Government will necessarily have to see the railway through in order to follow up its original outlay.

It has been suggested that in order to disarm the scepticism of foreign capital, China should create a department of railways under the administration of the Imperial Maritime Customs. This would secure the rigid control by responsible foreigners of everything connected with her railways, but by foreigners in her own service. The Imperial Maritime Customs have been intrusted with the organization of a regular postal system in China; why should they not also be intrusted with the creation of a railway system? The suggestion is in many respects an excellent one, but, in spite or rather perhaps because, of its excellence, it seems most unlikely that the Chinese Government in its present mood will adopt it. Its apprehensions with regard to foreign relations are temporarily lulled, and it is clearly anxious to avoid all serious political complications. The anti-foreign agitation which culminated in the Szu-chuan riots and Fo-kien massacres of last year has completely disappeared and the word has evidently been passed round to the provincial authorities to discountenance anything which might give rise to fresh trouble with foreign Powers. But, if a lingering sense of the impotence revealed by the last war restrains the official world of Peking from any aggressive manifestation of its old arrogance, it has lost nothing of its powers of passive resistance to the spirit of Western civilization, and it is prepared to withstand, perhaps more stubbornly than ever, any intrusion upon the domain of internal affairs. The contemptuous answer which the Tsung-li-Yamên has just returned to the request for an enlargement of the area of foreign settlements in Shanghai is a typical illustration of the prevailing temper. At the very moment when the revenue derived from foreign trade, of which Shanghai is the recognized centre and main emporium, has alone saved the credit of the Chinese Government, it peremptorily dismisses with a sneer the legitimate demands of the greatest foreign community in the country, whose only, but unpardonable, crime is to have attracted a large and growing Chinese population by the assurance of good government, justice, and security, and to have encouraged industry and diffused prosperity throughout the lower valley of the Yang-tsze. The same hostility governs its policy with regard to the settlements and concessions in the new ports thrown open to foreign trade under the Treaty of Shimonoseki. Seldom has greater stress been laid upon the 'sovereignty' of China than at the present time, in compensation, perhaps, for the humiliations undergone during the recent war. In their present mood the rulers of China would apparently submit more readily to the amputation of a province than to the extension in any direction of the influence of Western ideas, whether in the shape of European organization for their administration, or of European management for their public works. They may have recourse to European hands and to European brains for technical purposes, but they intend to use them as far as possible merely as machines for the execution of their own plans, conceived and carried out in the approved Chinese fashion. The part, if any, to be allotted to Europeans, whether officers or civilians, whether engineers or professors, is to be merely that of professional experts; the presiding spirit is to be exclusively Chinese. It is needless to add that in these circumstances the prospect of any real reform or radical change in the system of incompetence and corruption which has brought the Chinese Empire to the verge of ruin seems more remote than ever. The attitude of the Chinese mind towards the West may be summed up in the reply recently made by one of the highest mandarins in the capital to a foreigner who bluntly told him that if the Chinese meant to keep the administration of their railways in their own hands they would never get a single cent out of foreign capitalists:—'Then in that case we must build them ourselves or do without them. We are not going to have another stronghold of European influence in our midst like the Maritime Customs.' The staunchest believers in China may well begin to lose faith in her when they see how completely the lessons of the last two years have been wasted upon her. They now put their last desperate hope in the pressure of financial necessity, which is bound to overtake her before long. The rude awakening which was to have resulted from the war is now to come from an empty pocket, and, given the nature of her rulers, the more sordid the grounds upon which those expectations are based, the better perhaps the chances of their fulfilment.

CHINESE LABOUR ON SUGAR PLANTATIONS.

We take the following extract from the Planters' Column of the *Demerara Daily Chronicle*:—

'The following,' says a writer in the Mackay *Sugar Journal*, referring to labour in Hawaii 'is an abstract of the terms of contract of one of the Chinese labour immigration societies which brings labourers from or through Hongkong:—

Term of service, three years; hours of work, ten hours per day; wages, $12.50 per month (U.S. gold); cost of introduction, $50; finding, houses, wood, water, medical attendance, taxes; age of labourers, between 21 and 40 years; condition, physically fit.

In case of labourers deserting, the Society refunds to the planter $1.39 for each month of unfulfilled service.

The Chinese are said to be good, steady workers, and are not given to shamming sickness or staying away from work. The rate of wages and other charges as above given are about the same for Japanese contract labour. Portuguese and Hawaiians usually command higher pay, the former frequently obtaining up to $16 per month for field work and up to $20 for special employment. Hawaiians—who are good labourers at jobs they like, such as handling stock, or boat and wharf work—generally get the highest wages, viz., $20 per month. Broadly speaking, labourers' pay varies from $12 to $20 per month.

At some plantations the "company" system has been in successful operation for some two years. On Ewa, gangs of labourers undertake the cultivation of land after planting at the rate of seven acres per man. They water, weed, manure (provided), cut and load, receiving as their remuneration $1 per short ton of crop, the cane requiring about eighteen months to mature.

'The system on which labour is managed struck me as being one good reason for the excellent character of the field work done on most plantations. There is an absence, too, of handicapping labour ordinances which must facilitate the handling of labourers. Under the manager who superintends matters generally is the 'overseer or head luna, who is responsible for all planation work from start to finish, including management of stock and implements.

The overseer has under him, in turn, the ordinary lunas, who have gangs of from 30 to 50 labourers each, and whose sole duty is to stay in the field all day constantly examining the work done by their gangs and keeping all up to the desired standard. On the irrigation plantations the number of labourers to the luna rarely exceeds 30, as the work needs more careful supervision—particularly in the prevention of waste of water—while in the rainfall districts about 50 labourers per luna is customary. The hours are ten per day in the field, according to contract, but it is customary to be a little easier. Task work is very rarely practised. Previously, I understand, the system of having lunas of the same nationality as the labourers was common, but this was found to be unsatisfactory, and, after a thorough trial, was abandoned. The lunas of to-day are principally Europeans, they do field work only, and they finish with the labour. The overseer, (in conjunction with the accountant), keeps all records and returns relative to cultivation. He is usually a thoroughly practical and well informed agriculturist, possessing considerable local experience, and managers are frequently drawn from men of that rank.'

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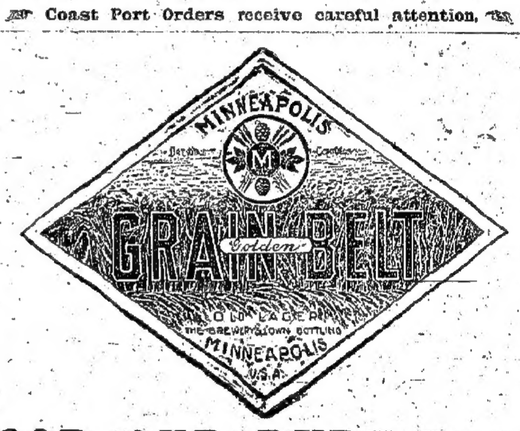

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The projectors, basing their estimates upon the most reliable information from the various Ports in China and Japan,—from Australia, California, Singapore, Penang, Saigon, and other places frequented by the Chinese,—consider themselves justified in guaranteeing a large and ever-increasing circulation. The advantages offered to advertisers are therefore unusually great, and the foreign community generally will find it to their interest to avail themselves of them.

The field open to a paper of this description—conducted by native efforts, but progressive and anti-obstructive in tone—is almost limitless. It on the one hand commands Chinese belief and interest, while on the other it deserves every aid that can be given to it by foreigners. Like English journals it contains Editorials, with Local,—Shipping, and Commercial News and Advertisements.

Subscription orders for the above may be sent to

GEO. MURRAY BAIN,
China Mail Office.

JUST PUBLISHED—*Price, 50 Cents.*

MISSION ETRANGERES.
History of the Churches of India, Burmah, Siam, China, Japan, &c., &c., &c.

TRANSLATED BY
E. H. PARKER, Esq.,
H.B.M.'s Consular Service.

To be had of Messrs. LANE, CRAWFORD & Co.; Messrs. KELLY & WALSH (Ld.); and Mr. W. BREWER; and at the *China Mail* Office.

SHARE LIST.—QUOTATIONS.—MARCH 10, 1897.

Stocks.	No. of Shares.	Value.	Paid-up.	Closing Quotations. Cash.
BANKS.				
Hongkong and Shanghai Bank Corp.	50,000	$ 125	all	171 % prem. = $338.75 [sales
Bank of China & Japan, Limited preference shares	33,950	£ 5	£ 5	nom.
" ordinary "	198,575	£ 8	£ 2.10	nom.
" deferred "	1,250	£ 12	1	£5, buyers
National Bank of China, Limited	"	£ 10	£ 8	£25, sellers
MARINE INSURANCES.				
Canton Insurance Office Co., Ld.	10,000	$ 250	$ 50	$187½, sales and sellers
China Traders' Insurance Co., Ld.	24,000	$ 33.33	$ 25	$29, sellers
North-China Insurance Co., Ld.	5,000	£ 100	£ 25	Tls. 165, sellers
Straits Insurance Co., Ld.	20,000	$ 100	$ 20	$27, sales and sellers
Union Insurance Society, Ld.	10,000	$ 250	$ 50	$235, sales
Yangtsze Insurance Association, Ld.	8,000	$ 100	$ 60	$162½, buyers
FIRE INSURANCES.				
China Fire Insurance Co., Ld.	20,000	$ 100	$ 20	$108½, sellers
Hongkong Fire Insurance Co., Ld.	8,000	$ 250	$ 50	$370, sales and buyers
DOCK.				
H'kong & Whampoa Dock Co., Ld.	12,500	$ 125	all	246 % prm. = $432.50, [sellers
STEAMBOATS.				
China and Manila S. S. Co., Ld.	5,000	$ 50	all	$77, sales
Douglas Steamship Co., Limited	20,000	$ 50	all	$62, sales
HK. C. and M. Steamboat Co., Ld.	30,000	$ 15	$ 15	$36, sales and sellers
Indo-China S. N. Company, Limited	30,000	£ 10	all	$47, sales
China Mutual S. N. Co.	20,000	£ 10	£ 10	£7, buyers
			£ 10	£6
Do. (new issue).	20,000	£ 10	£ 5	£2.10
REFINERIES.				
China Sugar Company, Limited	20,000	$ 100	all	$144, sales and sellers
Luzon Sugar Company, Limited.	7,000	$ 100	all	$46, sales
WHARVES.				
HK. & Kow. Wharf & Godown Co.	20,000	$ 50	all	$60, sales and buyers
Wauchai Warehouse and Storage Company, Limited.	2,500	$ 100	$ 37½	$43½
LAND AND BUILDING.				
Hongkong Land Investment and Agency Company, Limited	50,000	$ 100	$ 50	$77, sales and sellers
Kowloon Land and Building Company,	6,000	$ 50	$ 30	$16, sales
Humphreys' Estate & Finance Co.	25,400	$ 10	all	$8½, sales
West Point Building Co., Limited.	12,500	$ 50	$ 40	$20, sellers
TRAMWAYS.				
HK. High-Level Tramways Co., Ld.	1,250	$ 100	all	$95, buyers
MINING.				
Jelebu Mining & Trading Co., Ld.	40,000	$ 5	all	$2.50, sales and sellers
Punjom Mining Co., Ld.	60,000	$ 5	all	$7.75, sales
Société Francaise des Charbonnages du Tonkin.	12,000	Fcs. 500	all	$75, sellers
New Balmoral Gold M'ing Co., Ld.	50,000	$ 1	all	$2.10, sales
" " Preference shares	75,000	$ 1		$2.70, sales
Raub Aust. Gold Mining Co., Ld.	200,000	£ 1	13/10	$16, sales
Olivers Freehold Mines, Ltd.	A 35,000	$ 5	$ 5	$7, sales and buyers
	B 20,000	$ 5	$ 2½	$2½, sales and buyers
	25,000	$ 5	$ —	—
PLANTING, ETC.				
China-Borneo Company, Ld.	7,500	$ 100	$ 55	nom.
H. G. Brown & Co., Limited. in liq.	6,000	$ 50	all	in liq.
HOTELS, ETC.				
Hongkong Hotel Company, Ld.	12,000	$ 50	all	$36, sellers
DISPENSARIES.				
A. S. Watson & Co., Limited	60,000	$ 10	all	$12.75, sellers
Dakin, Cruickshank & Co., Ld. in Liq.	50,000	$ 5	all	in liquidation
LIGHTING.				
HK. and China Gas Co., Limited	7,000	£ 10	all	$110, buyers
Hongkong Electric Co., Limited.	30,000	$ 10	$ 8	$8, sales and sellers
BRICK AND CEMENT.				
Green Island Cement Co., Ld.	20,000	$ 100	$ 10	$25½, sales and buyers
MISCELLANEOUS.				
Bell's Asbestos Eastern Agency, Ld.	3,000	£ 1	£1	$9
	7,000	£ 1	£ 15/-	$8
Campbell, Moore & Co., Limited	1,200	$ 10	all	$7, buyers
Geo. Fenwick & Co., Limited.	6,000	$ 25	$ 25	$33, buyers
Hongkong Bakery Company, Ld.	600	$ 50	all	$30
Hongkong Dairy Farm Co.	10,000	$ 7½	$ 5	$5, nom.
Hongkong Ice Company, Limited.	5,000	$ 25	all	$109, sales and buyers
H'kong Rope Manufactory Co., Ld	5,000	$ 50	all	$166, sales
Ewo Cotton Spinning and Weaving Co., Ld.	10,000	Tls. 100	Tls 100	Tls. 87½, sales
International Cotton Manufacturing Co., Ld.	10,000	Tls. 100	Tls 100	Tls. 90
Leou-Kung-Mow Cotton Spinning and Weaving Co., Ld.	8,000	Tls. 100	Tls 100	Tls. 95, sales
Carmichael & Co., Ld.	2,000	$ 25	$ 20	$8
Soy Chee Cotton Spinning Co., Ld.	2,000	Tls. 500	Tls 500	Tls. 525

* Founder's shares

LOANS.	Amount.	Value.	Interest.	Quotation.
Chinese Imperial 1886 £	Tls. 167,200	Tls. 250	7 % p. annum	10 % prem.

A. G. STOKES, *Share-broker.*

Hongkong Rates of Postage.

In the following Statements and Tables the Rates are given in *cents*, and are for Letters *per half ounce*, for Books and Patterns, *per two ounces*.

Newspapers over two ounces in weight are charged as double, treble, &c., as the case may be, but such papers or packets of papers may be sent at Book Rate. Two Newspapers must not be folded together as one, nor must *anything whatever* be inserted except bona fide Supplements of the *same paper* and the *same date*. Printed matter may, however, be enclosed, if the whole be paid at Book-Rate. Prices Current may be paid either as Newspapers or Books.

Commercial Papers signify such papers as, though Written by Hand, do not bear the character of an actual or personal correspondence, such as invoices, deeds, copied music, &c. The charge on them is the same as for books.

The sender of a Registered Article for a Union Country may obtain an acknowledgement of delivery on paying an extra fee of 5 cents.

The limit of weight for Books and Commercial Papers to Foreign Post Offices is 4 lbs. Patterns for such offices are limited to 8 ounces except to Austria, Belgium, Bolivia, Bulgaria, Congo Free State, Costa Rica, Ecuador, Egypt, France, Greece, Guatemala, Hawaii, Holland, Hungary, Italy, Japan, Liberia, Luxemburg, Mexico, Persia, Peru, Portugal, Roumania, Salvador, Servia, Siam, Spain, Switzerland, Tunis, The Argentine Republic, The Dominican Republic, The Republic of Honduras, United States, to which places 12 oz. (350 grammes) is the limit—and must not exceed these dimensions: 12 inches by 8 inches by 4 inches.

Countries of the Postal Union.

The Union may be taken to comprise all civilised countries.

Postage to the United Kingdom.

Letters,	10 cents per ½ oz.
Post Cards,	4 cents each.
Registration,	10 cents.
Books, Patterns and Comm. Papers,	2 cents per 2 oz.

Postage to Union Countries.

General Rates, by any route:—

Letters,	10 cents per ½ oz.
Post Cards,	4 cents each.
Reply Post Cards,	8 cents each.
Registration,	10 cents.
Newspapers,	2 cents per 2 oz.
Books, Patterns and Comm. Papers,	2 cents per 2 oz.

There is no charge on redirected correspondence within the Postal Union.

LOCAL POSTAGE.

The General Local Rates for Hongkong, China and Treaty Ports (Canton excepted) are:—

Letters per ½ oz., 5 cents *(c)*.
Post Cards, each, 1 cent.
Reply Post Cards, 2 cents each.
Books and Patterns, per 2 oz., 2 cents.
Newspapers and Prices Current, 2 each per 2 oz.
Registration, 5 cents.

(c) Between Hongkong, Canton, and Macao 2 cents.

Local Delivery.

1. All correspondence posted before 5 p.m. on any week day for addresses in Victoria will be delivered the same day. In Town (Ship Street to Bonham Strand West, up to level of Robinson Road) at 8 a.m., 10 a.m., noon, 2 p.m., 4 p.m., 6 p.m. In the Suburbs, 9 a.m., noon, 5 p.m., unless the delivery should be retarded by the Contract Mails.

2. Boxholders who desire to send Circulars, Dividend Warrants, Invitations, Cards, &c., *all of the same weight*, to addresses in Hongkong, or the Ports of China, may deliver them to the Post Office unstamped the postage being then charged to the sender's account. Each batch must consist of at least ten.

3. Boxholders may also send Patterns to the same places in the same way. Envelopes containing Patterns may be wholly closed, if the nature of the contents be first exhibited or stated to the Postmaster General, as he may consider necessary, and approved by him. Printed Circulars may be inserted in such Pattern Packets.

The Post Office declines all responsibility for Unregistered Letters containing Bank Notes or Jewellery—and, where Registration has been neglected, WILL MAKE NO ENQUIRIES into alleged losses of such letters.

It is forbidden to insert in ordinary or Registered Correspondence (a) Current Coin (b) Articles liable to Customs Duty.

Parcel Post to the United Kingdom.

Parcels not exceeding 11 lbs. in weight are received in Hongkong and at British Post Offices in China, for transmission to the United Kingdom by P. & O. Packets *viâ Gibraltar*. No parcel is sent with the Overland Mail via Brindisi. Parcels therefore arrive in London about eight days later than the Mail. Parcels may be sealed, but any parcel, even though sealed, is liable to be opened for examination.

Parcels must be posted in Hongkong before 3 p.m. on the day before the departure of the Mail. Those arriving from the Coast, &c., after this hour are kept for the following P. & O. Mail.

The Postage is 40 cents per lb., and 25 cents each succeeding lb or fraction of a lb. which includes Registration fee, and must be prepaid in stamps. No further charge is made in the United Kingdom except for Customs dues. No parcel must be more than 3 feet 6 inches in length, or 6 feet in greatest length and girth combined. A receipt is given for each Parcel.

The sender must fill up a form of Customs Declaration, which can be obtained free at each Post Office. No parcel can be accepted till this is completely and accurately filled. The only articles ordinarily sent from China which are liable to duty are Tea and Tobacco.

Dangerous or perishable goods, articles likely to injure the Mails, Liquids (unless securely packed) or parcels easily crushed, such as band-boxes, are prohibited. No Parcel can be received if its value exceeds $500. A Parcel may contain a letter to the same address as that of the Parcel itself, or another Parcel to the same address. No other enclosures are allowed.

With regard to inward Parcels, addressees are requested to observe that the Parcel Mail is not opened until the ordinary distribution of letters, &c., is finished. The postage on Parcels at home is 10*d.* per lb., the Regulations are generally similar to the above, and the Parcels are sent out *viâ Gibraltar*.

Indemnity for the Loss of a Registered Article.

The Post Office is not legally responsible for the safe delivery of Registered correspondence, but it is prepared to make good the contents of such correspondence lost while passing through the Post, to the extent of $10, in certain cases, provided:—

1. That the sender duly observed all the conditions of Registration required.

2. That the letter was securely enclosed in a reasonably strong envelope.

3. That application was made to the Postmaster-General of Hongkong immediately the loss was discovered, and within a year at the most from the date of Posting.

4. That the Postmaster General is satisfied that the loss occurred whilst the correspondence was in the custody of the British Postal administration in China, that it was not caused by any fault on the part of the sender, by destruction by fire, or shipwreck, nor by the dishonesty or negligence of any person not in the employment of the Hongkong Post Office.

5. No compensation can be paid for mere damage to fragile articles such as portraits, watches, handsomely bound books, &c., which reach their destination, although in a broken or deteriorated condition. Nor on account of alleged losses of the *Contents* of Registered covers which have reached their destinations. Nor on account of any article for which the addressee has signed a receipt.

Missent or Delayed Correspondence.

When correspondence has been missent or delayed (both of which are liable to happen occasionally) all that the addressee need do is to note on the cover, *Sent to* ——, or *Received at 7 p.m.*, or as the case may be, and forward it, without any other writing whatever, to the Postmaster General. This action should be taken the first time cause of complaint occurs; it is a mistake to let such matters pass for fear of giving trouble, a course which generally gives more trouble in the end.

1. Circulars, Dividend Warrants, Invitations, Cards, Patterns, Bills, Almanacs, &c., for addresses in Hongkong or the Ports of China, in batches of not less than ten of uniform size and weight may be sent to the Post Office unstamped, the postage, at the rate of one cent each, being paid in cash or charged to the sender's account. Special accounts may be opened with non-box-holders for the delivery of considerable numbers of such articles.

2. Such covers, when addressed to places other than Hongkong or China, must be prepaid two cents each in stamps as heretofore.

3. Circulars, &c., must not exceed 2 ounces each in weight. Patterns, Almanacs, &c., must be under 4 ounces each in weight. Heavier articles will be charged ordinary rates.

4. Envelopes containing Patterns, &c., may be wholly closed if the nature of the contents be first exhibited or stated to the Postmaster General, as he may consider necessary, and approved by him. Printed circulars may be enclosed in pattern packets.

5. Addresses must be complete. That is to say, on such covers as are not addressed to heads of houses the addressee's residence or place of business must be added. Incompletely addressed covers will be returned to the sender for address.

Money Orders.

[Office Hours (Sundays and holidays excepted) 10 to 4, Saturdays 10 to 1, but the office is open from 10 to 5 on the working day next before any mail for Europe, which leaves at noon.]

[Money orders cannot be issued or cashed on mail mornings, when closing mails for Europe, until noon.]

1.—Money Orders are issued at Hongkong and Shanghai at current rates of exchange on the following Countries and places:—

Canada.
China Ports (Hoihow, Canton, Swatow, Amoy, Foochow, Ningpo, Hankow, and Shanghai).
Ceylon.
Hawaii (Sandwich Islands).
British India (including Burmah and the Agencies of the Indian Post Office in the Persian Gulf).
Japan Ports (Nagasaki, Osaka, Hiogo, Kobe, Kioto, Yokohama and Hakodate).
New South Wales.
New Zealand.
British North Borneo.
Queensland.
Siam (Bangkok only).
South Australia.
Straits Settlements (Singapore, Penang, and Malacca).
Tasmania.
United Kingdom.
Victoria.
United States of America.

DRAWN THROUGH LONDON OFFICE.

Foreign Countries:—
Austria-Hungary.
Belgium.
Bulgaria.
Chili.
Denmark (including Iceland and Faroe Islands).
Danish West Indies.
Egypt.
France, with Algeria.
German Empire (including Heligoland and the Cameroons).
Holland.
Italy (with Agencies at Tripoli, Assab and Massowah).
Norway.
Orange Free States.
Portugal (including Madeira and the Azores).
Roumania.
Sweden.
Switzerland.
Transvaal.
Tunis.

Foreign Cities and Towns:—

Constantinople.	Salonica.
Smyrna.	Panama.
Adrianople.	Tangier.
Beyrout.	

British Colonies:—

Cyprus.	WEST INDIES.
Falkland Islands.	Antigua.
Gibraltar.	Bahamas.
Malta.	Barbadoes.
Newfoundland.	Bermuda.
AFRICA.	British Guiana.
British Bechuanaland.	British Honduras.
Cape Colony.	Dominica.
Gambia.	Grenada.
Gold Coast Colony.	Jamaica.
Lagos.	Montserrat.
Mauritius.	Nevis.
Natal.	St. Kitts.
St. Helena.	St. Lucia.
Seychelles.	St. Vincent.
Sierra Leone.	Tobago.
Mombasa.	Trinidad.
Lamu.	Turks' Islands.

2.—Orders on the Countries drawn *through the London Post Office* are paid less the following discount for which the remitter should allow. All such Orders must be expressed in British currency:—

For sums not exceeding £2, ... 8*d.*
" Exceeding £2 but not exceeding £5 . . 6*d.*
" " £5 " " £7 . . 9*d.*
" " £7 " " £10 1*s.* 0*d.*

3.—The commission charged is as follows (according to the currency the Order is drawn in):—

(*a.*) For sums not exceeding:—£1, 12 cts. £2, 24 cts.; £3, 36 cts.; £4, 48 cts.; £5, 60 cts.; £6, 72 cts.; £7, 84 cts.; £8, 96 cts.; £9, $1.08; £10, $1.20.

(*b.*) Up to $10, or 20 rupees, 30 cts.; $25, or 50 rupees, 40 cts.; $35, or 70 rupees, 60 cts.; $50, or 100 rupees, 80 cts.; 150 rupees, $1.00.

4.—No Order must exceed £10 or $50) unless drawn on India, when 150 Rupees is the limit.

Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven Sections, commencing from Green Island. Vessels near the Hongkong shore are marked *h.*, near the Kowloong shore *k.*, and those in the body of the Shipping or midway between each shore are marked *c.*, in conjunction with the figures denoting the sections.

Section.
1. From Green Island to the Gas Works.
2. From Gas Works to Jardine's Wharf.
3. From Jardine's Wharf to the Harbour Master's Office.
4. From Harbour Master's to the P. & O. Co.'s Office.
5. From P. & O. Co.'s Office to Pedder's Wharf.
6. From Pedder's Wharf to the Naval Yard.
7. From Naval Yard to Blue Buildings.
8. From Blue Buildings to East Point.
9. From Kellett's Island to North Point.
10. Kowloon Wharves.
11. Jardine's Wharf.

Vessel's Name.	Anchorage.	Captain.	Flag and Rig.	Tons nett.	Date of Arrival.	Consignees or Agents.	Destination.	Remarks.
Steamers.								
Aglaia	4 c	Madsen	Ger. str.	2000	Mar. 9	Siemssen & Co.		
Amara	8 c	Kent	Brit. str.	1566	Mar. 9	Jardine, Matheson & Co.	Shanghai	To-morrow
Arcona	5 h	Mudie	Brit. str.	1888	Mar. 9	P. & O. S. N. Co.		
Ask	5 h	Bygom	Danish str.	654	Mar. 8	A. R. Marty	Yokohama	13th inst.
Belgic	5 c	Binder	Brit. str.	2695	Jan. 28	O. & O. S. S. Co.	Haiphong	To-morrow
Benmohr	4 k	Butterfier	Brit. str.	1935	Feb. 2	Gibb, Livingston & Co.		
Bygdo	5 c	Pollissen	Norw. str.	773	Feb. 28	Wieler & Co.		
Chow Fa	2 h	Williamson	Brit. str.	1055	Mar. 10	Yuen Fat Hong		
Dante	5 c	Kopke	Ger. str.	1302	Mar. 9	Chinese		
Donar	5 c	Grundmann	Ger. str.	1015	Feb. 28	Lauts, Wegener & Co.		
Empress of Japan	5 h	Pybus	Brit. str.	3000	Feb. 23	C. P. R. Co.	Vancouver, B.C.	17th inst.
Federation	6 c	Prentice	Brit. str.	1570	Mar. 3	Lauts, Wegener & Co.		
Formosa	5 h	Robson	Brit. str.	674	Mar. 10	Douglas Steamship Co.	Swatow, &c.	To-morrow
Freyr	3 c	Funder	Danish str.	390	Mar. 5	Order		
Gaelic	5 c	Finch	Brit. str.	2690	Mar. 4	O. & O. S. S. Co.		
Guthrie	5 c	Craig	Brit. str.	1496	Mar. 1	Gibb, Livingston & Co.	San Francisco	13th inst.
Haimun	3 c	Clausen	Ger. str.	740	Mar. 2	Siemssen & Co.	Kobe	To-morrow
Hanoi	3 c	Gerard	Fch. str.	730	Mar. 6	A. R. Marty		
Hinsang	5 c	Kyncoh	Brit. str.	1567	Mar. 6	Jardine, Matheson & Co.	Saigon	To-morrow
Hohenzollern	2 k	Bleicker	Ger. str.	2639	Mar. 2	Melchers & Co.	Yokohama	To-day
Hunan	5 c	Frazer	Brit. str.	1158	Feb. 14	Butterfield & Swire		
Hupeh	5 c	Quail	Brit. str.	1200	Feb. 22	Butterfield & Swire		
Ingraban	3 n	Diederichsen	Ger. str.	894	Mar. 8	Wieler & Co.		
Kachidate Maru		Narasaki	Japan. str.	2143	Feb. 16	Mitsui Bussan Kaishis		
Kwang Lee	3 h	Lincoln	Chi. str.	1505	Mar. 10	C. M. S. N. Co.	.....	K'loon Dock
Kweilin	8 c	Harris	Brit. str.	1088	Mar. 7	Butterfield & Swire		
Produce	2 c	Borgersen	Norw. str.	1002	Mar. 9	Mitsui Bussan Kaisha		
Rohilla	5 k	Cole	Brit. str.	2216	Mar. 9	P. & O. S. N. Co.	Europe, &c.	To-morrow
Sabine Rickmers	5 c	Sanders	Ger. str.	598	Mar. 9	Arnhold, Karberg & Co.		
Sachsen	5 c	Sumer	Ger. str.	3113	Mar. 9	Melchers & Co.	Shanghai	To-day
Sendai Maru	5 c	Olsen	Japan. str.	1164	Mar. 4	Nippon Yusen Kaisha	Shanghai	12th inst.
Shantung	8 h	Frampton	Brit. str.	1635	Mar. 6	Butterfield & Swire	Sourabaya	To-morrow
Strathallan	8 c	Macoubrey	Brit. str.	1488	Mar. 5	Jardine, Matheson & Co.		
Suisang	8 c	Galsworthy	Brit. str.	1779	Mar. 6	Jardine, Matheson & Co.		
Taisang	8 c	Sawer	Brit. str.	1505	Mar. 9	Jardine, Matheson & Co.		
Taiyuan	5 c	Nelson	Brit. str.	6000	Mar. 10	Butterfield & Swire	Sydney, &c.	12th inst.
Tenshin Maru	8 c	Brown	Japan. str.	1894	Mar. 8	Nippon Yusen Kaisha	Seattle	To-morrow
Tetartos		Jorhelsen	Ger. str.	1812	Feb. 7	Siemssen & Co.	.....	K'loon Dock
Wong-sui	5 c	Stenhem	Brit. str.	1115	Mar. 8	Yuen Fat Hong		
Yuensang	3 c	Waddilove	Brit. str.	1166	Mar. 9	Jardine, Matheson & Co.	Manila	13th inst.
Sailing Vessels.								
Coloma	3 c	Noyes	Amr. bqe.	814	Jan. 17	Captain		
Eurydice	2 k	Knox	Brit. sh.	1156	Feb. 4	Captain		
Falls of Dee	3 c	Lock	Br. 4m. sh.	1845	Feb. 16	Standard Oil Co.		
Henry Failing	3 c	Merriman	Amer. sh.	1899	Feb. 28	Order		
Kambira	5 c	Grownell	Brit. sh.	1885	Mar. 4	Master		
Santa Cruz	2 k	O'Keefe	Amer. sch.	120	Jan. 3	Captain		
Tam O'Shanter	3 c	Smith	Amer. sh.	1485	Feb. 21	Order		
Torrisdale	8 c	Buchanan	Br. 4m. bk.	2184	Feb. 6	Standard Oil Co.		
West York	3 c		Brit. bqe.	688	Oct. 18	Order		

Her Britannic Majesty's Ships on the China Station.

Name.	Rig.	Tons.	Guns.	I.H.P.	Captain.	Where at.
Alacrity	despatch-vessel	1700	12	3000	Commander F. G. De Lisle	Hongkong
Archer	cruiser 3rd class	1770	16	3500	Comd. C. E. Kingsmill	Yokohama
Centurion*	twin-screw battle ship	10,500	41	13,000	Captain Spencer H. Login	K'loon Dock
Daphne	sloop	1140	16	2000	Commander MacArthur	Manila
Esk	g-bt. 3rd class coast defence	363	9	200	Lt.-Com. H. P. Barton	Iohang
Firebrand	gunboat 2nd class	450	6	360	Lieut.-Com. Vernon Maud	Hongkong
Grafton†	twin-screw cruiser, 1st class	7350	36	12,000	Captain E. P. Jones	Hongkong
Handy	torpedo boat destroyer	260	6	6000	Lieut. A. Gillespie	Hongkong
Hart	torpedo boat destroyer	260	6	6000	Lieut. H. F. Shakespear	Hongkong
Humber	storeship	1610	—	800	Commander F. W. Wyley	Hongkong
Immortalité	armoured cruiser, 1st class	5600	34	8500	Captain Edward Chichester	Amoy
Linnet	gun-vessel 2nd class	756	8	870	Commander R. C. Sparker	Tientsin
Narcissus	armoured cruiser, 1st class	5600	34	8500	Captain Wm. C. C. Forsyth	Chefoo
Peacock	gunboat 1st class	710	10	1200	Lieut. P. S. St. John	Nagasaki
Pigmy	gunboat 1st class	710	10	1200	Lieut. Dormer	Bangkok
Pique	cruiser 2nd class	3600	21	9000	Capt. A. C. Curry	Singapore
Plover	gunboat 1st class	756	10	1200	Lieut. Spencer V. Y. de Horsey	Shanghai
Porpoise	cruiser 3rd class	1770	16	3500	Commander F. E. Felly	Singapore
Rainbow	cruiser 2nd class	3600	21	9000		Singapore
Sarpedon	gunboat 1st class	710	10	1200	Lt.-Com. Hon. G. A. Hardinge	Hongkong
Scout	gunboat 1st class	805	10	1200	Lieut.-Com. E. H. Grafton	Hankow
Swift	gun-vessel 2nd class	756	8	870	Act.-Com. Ypuel	Manila
Tamar	ex-transport	2047	—	—		Hongkong
Tweed	gun. 3rd class coast defence	368	5	200		Hongkong
Undaunted	armoured cruiser	5600	34	8500	Captain John S. Halliday	Nagasaki
Victor Emanuel	receiving ship	5167	14	—	Commander S. Holland	Hongkong
Wivern	coast defence ship, armoured	2750	12	1000		Hongkong

Torpedo Boats in Reserve Nos. 8, 20, 35, 36, 37 and 38, first class; and 3 second class boats.

* Flagship of Vice-Admiral Sir Alexander Buller, K.C.B. † Flagship of Rear-Admiral Oxley.

Foreign Men-of-war on the China and Japan Station.

Name.	Flag and Rig.	Tons.	Guns.	H.P.	Captain.	Where at.
Admiral Kornjeloff	Russian cruiser	7500	32	6000	Captain Moiss	Nagasaki
Admiral Nakhimoff	Russian cruiser	7781	32	9500	Captain Korthesinoff	Yokohama
Africa	Portuguese transport	1993	—	—	Capt. Antonio Sergio de Souza	Macao
Aleout	Russian gunboat	810	2	730	Captain Pilcrego	Vladivostock
Alger	French cruiser	2000	30	8000	Captain Bentet	Shanghai
Arcona	German cruiser	2300	16	2400	Captain Becker	Foochow
Aspic	French gunboat	475	4	450	Commander Journet	Bangkok
Bayard	French flagship	6010	26	4400	Commander Fortin	Saigon
Bengo	Portuguese gunboat	462	5	400	Capt. A. T. Da Costa e Silva	Macao
Bobr	Russian sloop	950	13	1150	Captain Moiss	Nagasaki
Boston	U. S. cruiser	3000	8	3600	Captain F. Wildes	Chemulpo
Castilla	Spanish cruiser	3290	22	4400	Capt. Enrique Sanlula	Manila
Comète	French gunboat	495	4	500	Capt. Simon	Manila
Cormoran	German cruiser	1640	8	2800	Capt. Brunsatis	Amoy
Detroit	U. S. cruiser	2200	16	5400	Capt. Reiter	Singapore
Dimitri Donskoi	Russian cruiser	6000	16	7000	Captain Withoff	Chemulpo
Don Antonio de Ulloa	Spanish cruiser	1200	4	—	Capt. Duclo	Manila
Don Juan de Austria	Spanish cruiser	1130	14	1600	Commander R. P. de Bonanre	Manila
Gaidamak	Russian gunboat	500	9	3500	Capt. Serebrennikoff	Nagasaki
General Alava	Spanish gun-vessel	1200	—	—	Capt. Ramon Rochquet Freijillo	Manila
Gremiastchy	Russian gunboat	1490	12	1330	Capt. Boucharoff	Nagasaki
Ireno	German cruiser	4400	22	8000	Commander du Bois	Nagasaki
Isly	French cruiser	4800	22	8000	Captain Pillot	Touraine
Kaiser	German flagship	7677	16	7800	Captain Zeye	Amoy
Koningin Wilhelmina	Nederland cruiser	—	—	—	Capt. W. J. Deix	Yokohama
Korejets	Russian sloop	1200	9	2150	Capt. Lindestroem	Yokohama
Kreiser	Russian sloop	1330	13	1200	Capt. Beklemisheff	Nagasaki
Lion	French gunboat	500	6	500	Lieutenant Gauchet	Saigon
Machias	U. S. cruiser	1250	16	1600	Commander Mackenzie	Bangkok
Manila	Spanish transport	1057	2	1000	Captain Vimigra	Manila
Mandzhur	Russian sloop	1200	9	1400	Commander Andruff	Nagasaki
Monocacy	U. S. sloop	1370	6	850	Com. Reisinger	Tientsin
Olympia	U. S. flagship	5800	14	13,500	Captain J. J. Read	On a cruise
Otvajny	Russian gunboat	1490	12	2000	Captain Radloff	Shanghai
Pamiat Azova	Russian cruiser	6060	32	3000	Captain Virenius	Nagasaki
Panther	Austrian cruiser	1500	10	—	Commander Koppel	Singapore
Pluvier	French gunboat	645	8	450	Lieut.-Commander Vidal	Bangkok